THE AUTOMOTIVE EDGE™

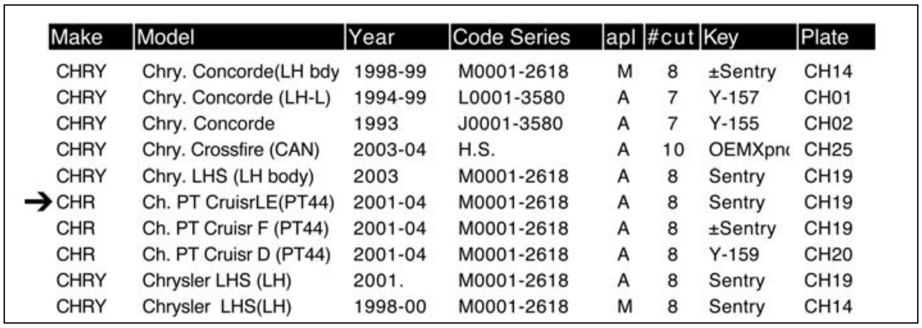
11.04

The Official Publication of the
NATIONAL LOCKSMITH AUTOMOBILE ASSOCIATION™

2004 Chrysler PT Cruiser

by Bob Sieveking

1. The Chrysler PT Cruiser body for 2004 was introduced in 2001. Strattec refers to this body configuration as the PT44. It is a mid-size 4-door hatch back. There are four lock cylinders on this vehicle. Lock cylinders are found in the driver's door, trunk, ignition and console. The keys use SENTRY transponder technology.



	Make	Model	Year	Code Series	apl	#cut	Key	Plate
	CHRY	Chry. Concorde(LH bdy	1998-99	M0001-2618	M	8	±Sentry	CH14
	CHRY	Chry. Concorde (LH-L)	1994-99	L0001-3580	A	7	Y-157	CH01
	CHRY	Chry. Concorde	1993	J0001-3580	A	7	Y-155	CH02
	CHRY	Chry. Crossfire (CAN)	2003-04	H.S.	A	10	OEMXpn	CH25
	CHRY	Chry. LHS (LH body)	2003	M0001-2618	A	8	Sentry	CH19
➔	CHR	Ch. PT CruisrLE(PT44)	2001-04	M0001-2618	A	8	Sentry	CH19
	CHR	Ch. PT Cruisr F (PT44)	2001-04	M0001-2618	A	8	±Sentry	CH19
	CHR	Ch. PT Cruisr D (PT44)	2001-04	M0001-2618	A	8	Y-159	CH20
	CHRY	Chrysler LHS (LH)	2001.	M0001-2618	A	8	Sentry	CH19
	CHRY	Chrysler LHS(LH)	1998-00	M0001-2618	M	8	Sentry	CH14

2. The first step in any key making or service request is to locate specific information on the vehicle to be serviced. The Fast Facts index shows the 2004 Chrysler PT Cruiser (PT44 body). This is essentially the same body that has been in production since 2001. The code series is M0001-2618. One key fits all of the locks. The vehicle uses the 8-wafer lock system and requires a "Sentry" transponder key blank. Further information will be found on "Key Plate" CH19.

Issue No.58

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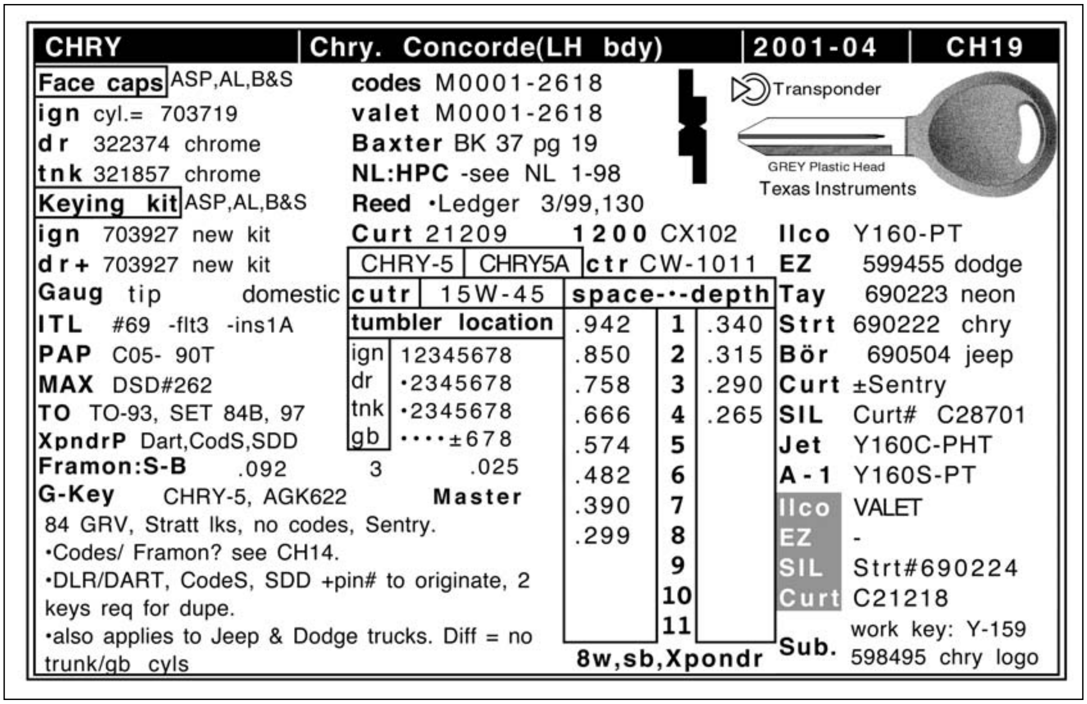

CHRY | **Chry. Concorde(LH bdy)** | **2001-04** | **CH19**

Face caps ASP,AL,B&S
ign cyl.= 703719
dr 322374 chrome
tnk 321857 chrome
Keying kit ASP,AL,B&S
ign 703927 new kit
dr+ 703927 new kit
Gaug tip domestic
ITL #69 -flt3 -ins1A
PAP C05- 90T
MAX DSD#262
TO TO-93, SET 84B, 97
XpndrP Dart,CodS,SDD
Framon:S-B .092 3 .025
G-Key CHRY-5, AGK622 **Master**
84 GRV, Stratt lks, no codes, Sentry.
•Codes/ Framon? see CH14.
•DLR/DART, CodeS, SDD +pin# to originate, 2 keys req for dupe.
•also applies to Jeep & Dodge trucks. Diff = no trunk/gb cyls

codes M0001-2618
valet M0001-2618
Baxter BK 37 pg 19
NL:HPC -see NL 1-98
Reed •Ledger 3/99,130
Curt 21209 **1200** CX102
CHRY-5 | CHRY5A **ctr** CW-1011
cutr 15W-45

tumbler location
ign 12345678
dr •2345678
tnk •2345678
gb ••••±678

space-•-depth		
.942	**1**	.340
.850	**2**	.315
.758	**3**	.290
.666	**4**	.265
.574	**5**	
.482	**6**	
.390	**7**	
.299	**8**	
	9	
	10	
	11	

8w,sb,Xpondr

Ilco Y160-PT
EZ 599455 dodge
Tay 690223 neon
Strt 690222 chry
Bör 690504 jeep
Curt ±Sentry
SIL Curt# C28701
Jet Y160C-PHT
A-1 Y160S-PT
Ilco VALET
EZ -
SIL Strt#690224
Curt C21218
Sub. work key: Y-159
598495 chry logo

3. Key Plate CH19 gives all of the information necessary to make a mechanical key for this vehicle. This vehicle uses the same lock configuration as many Chrysler vehicles. Key Plates are not specific to models. They illustrate the lock configuration used on the indexed vehicle. Our test vehicle was a late 2004 model, so there will be a change in the ignition to be discussed later in the article. Note that there are multiple Strattec numbers called out for the operating key. The numbers designate specific head styles for Dodge, Neon, Chrysler and Jeep vehicles that use this same configuration. The "work key" is a Y-159. A working mechanical key will be made over this blank, and then duplicated over the transponder blank for programming. Whether making the key by reading, disassembly or by a code supplied by a third party, it is a good practice to make a test key over the non-transponder blank first. If the code is incorrect, you will not be wasting an expensive blank. The door and trunk cylinders contain wafers in positions 2–8. The ignition should be sidebar, and contain wafers in positions 1–8. The glove box or auxiliary compartment lock will contain wafers in positions 5–8. The 1200CM code card is CX102, and requires cutter CW-1011. Framon cutting information, found on Key Plate CH14, is; Tip dressed to the left side of the key vise, spacing is .092, use space block 3, first cut @ .309". Cuts are @ .309, .401, .493, .585, .677, .769, .861, .953. There are four depths. If you are using the Curtis Clipper, ITL, Pak-A-Punch, or Code Max to originate the key, this information is found at the left side of the key plate. This vehicle uses 84Groove Strattec locks. No codes are found on the vehicle.

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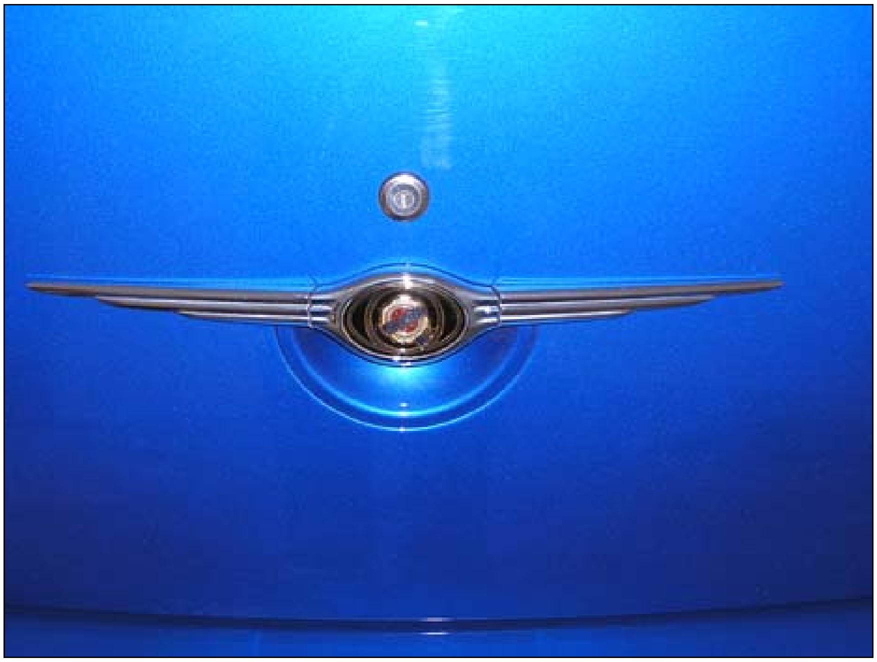
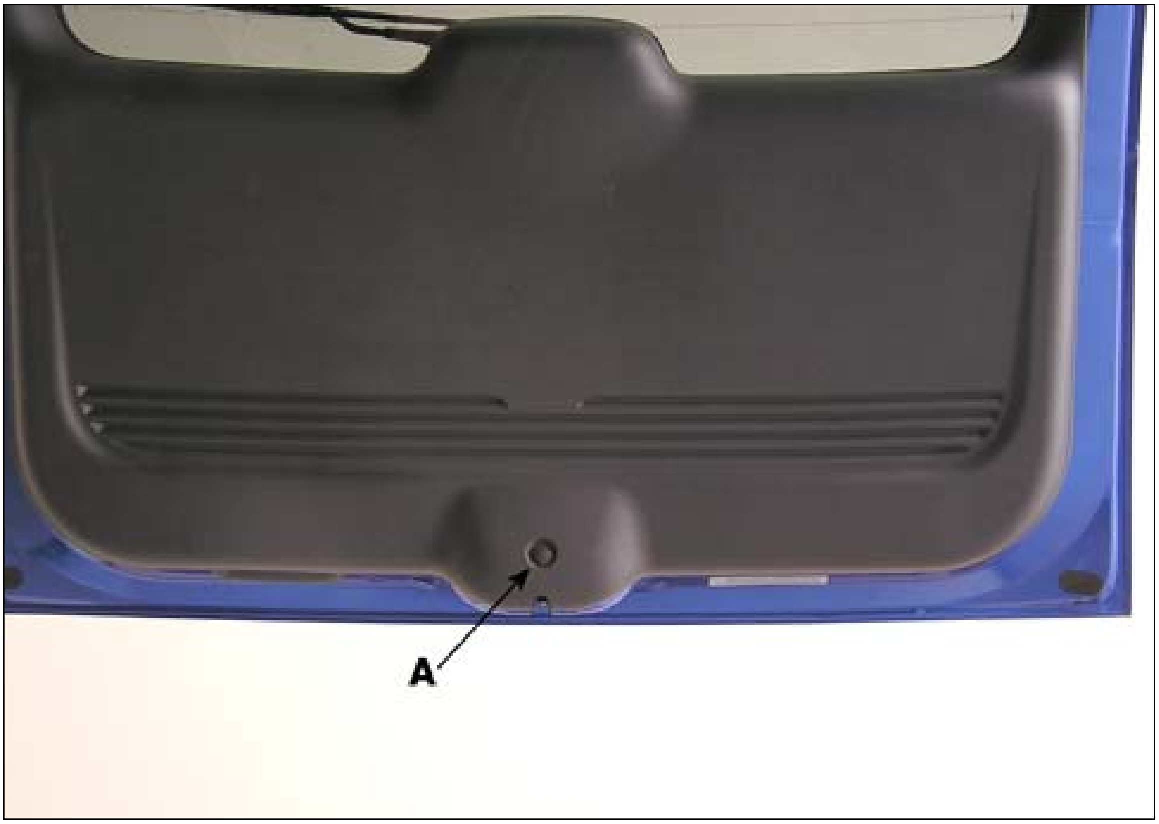
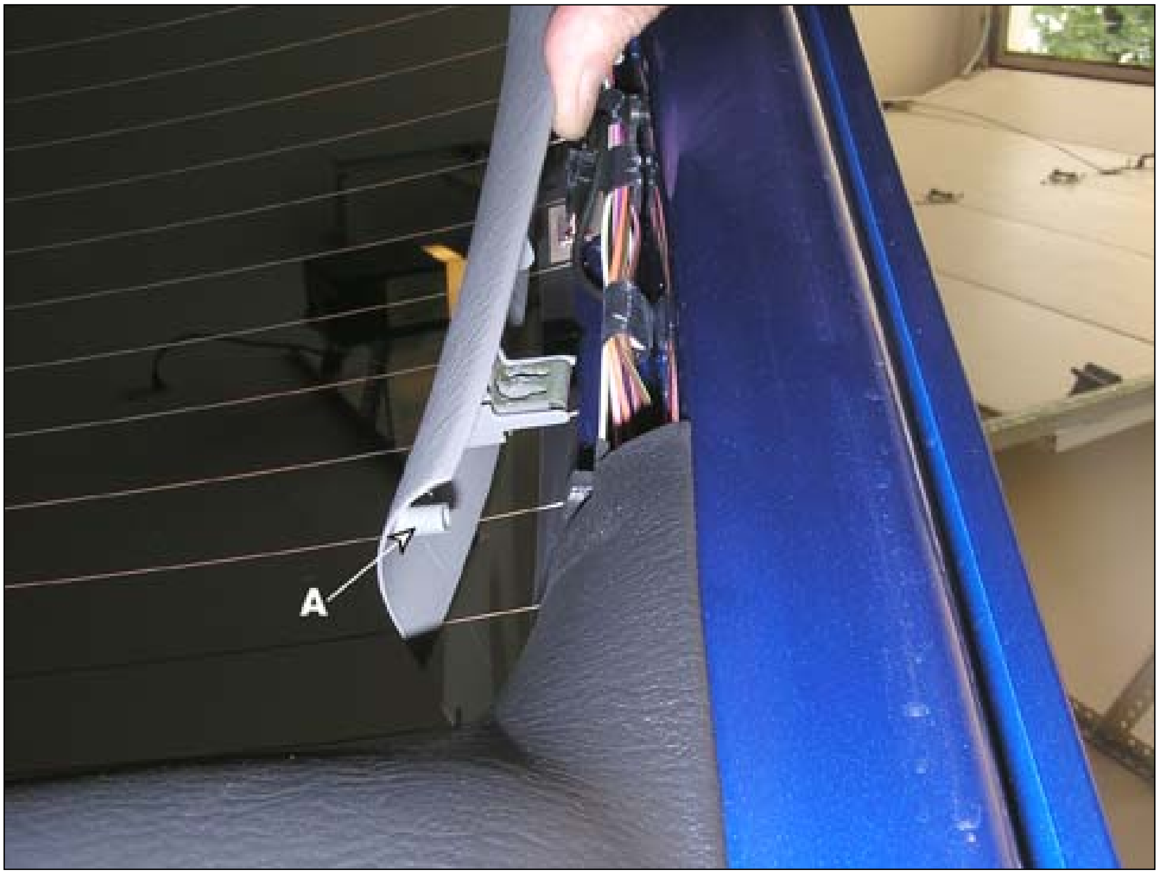


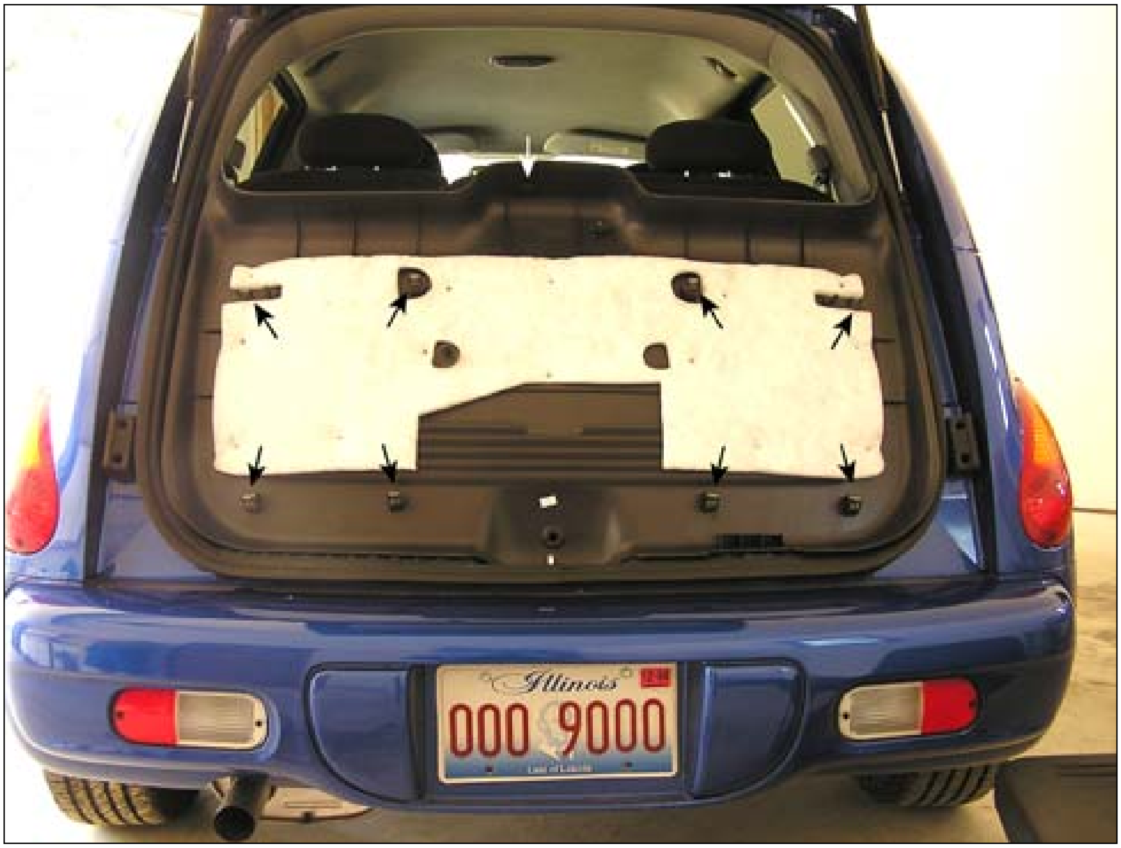
4. The rear deck cylinder is found above the Chrysler Logo lift handle. Right rotation of the key unlocks the deck lid. Right rotation a second time will electrically unlock the doors. Lift the Chrysler Logo lift handle to unlatch and open the hatchback.



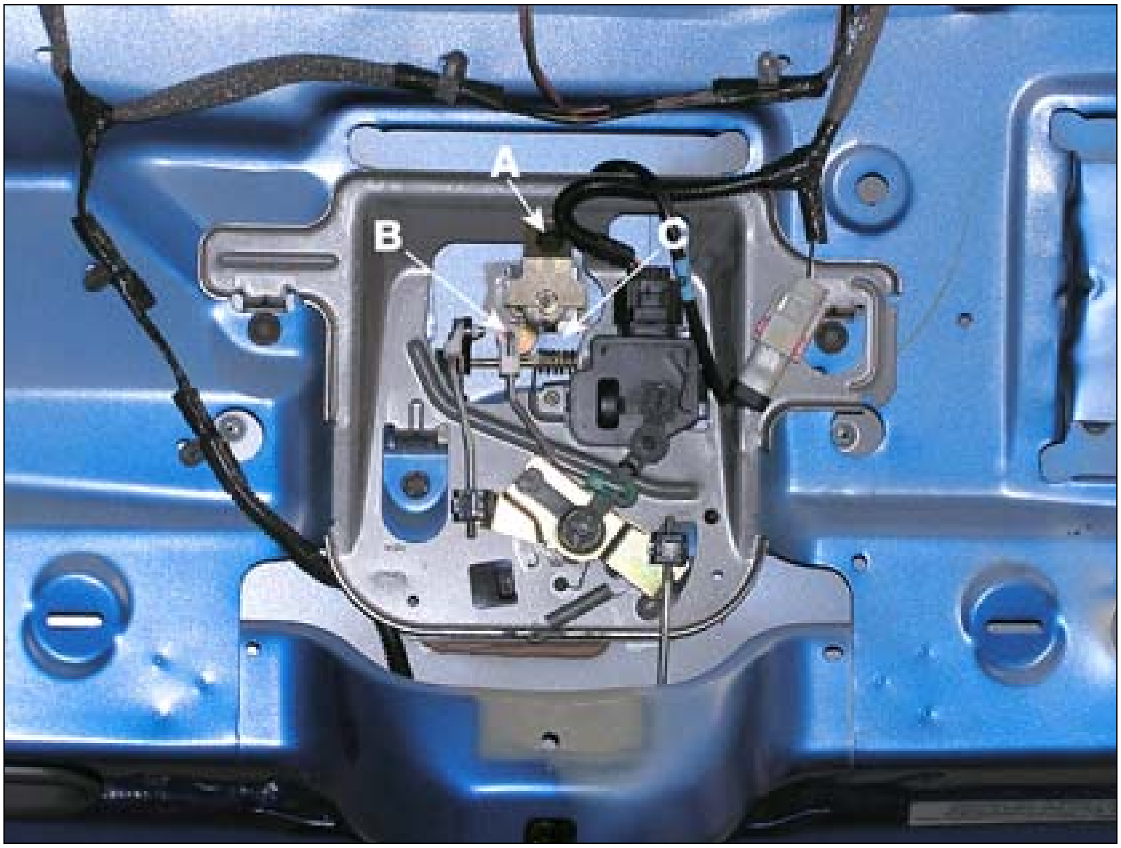
5. A hard plastic trim panel conceals the lock mechanism and rear of the cylinder. Remove the plastic expansion rivet (A) over the latch mechanism.



6. Unsnap two metal friction clips on the left and right side of the upper window trim ring. Displace trim ring lower ears to prevent the pin (A) from engaging the lower trim panel. There is no need to remove the upper window trim.

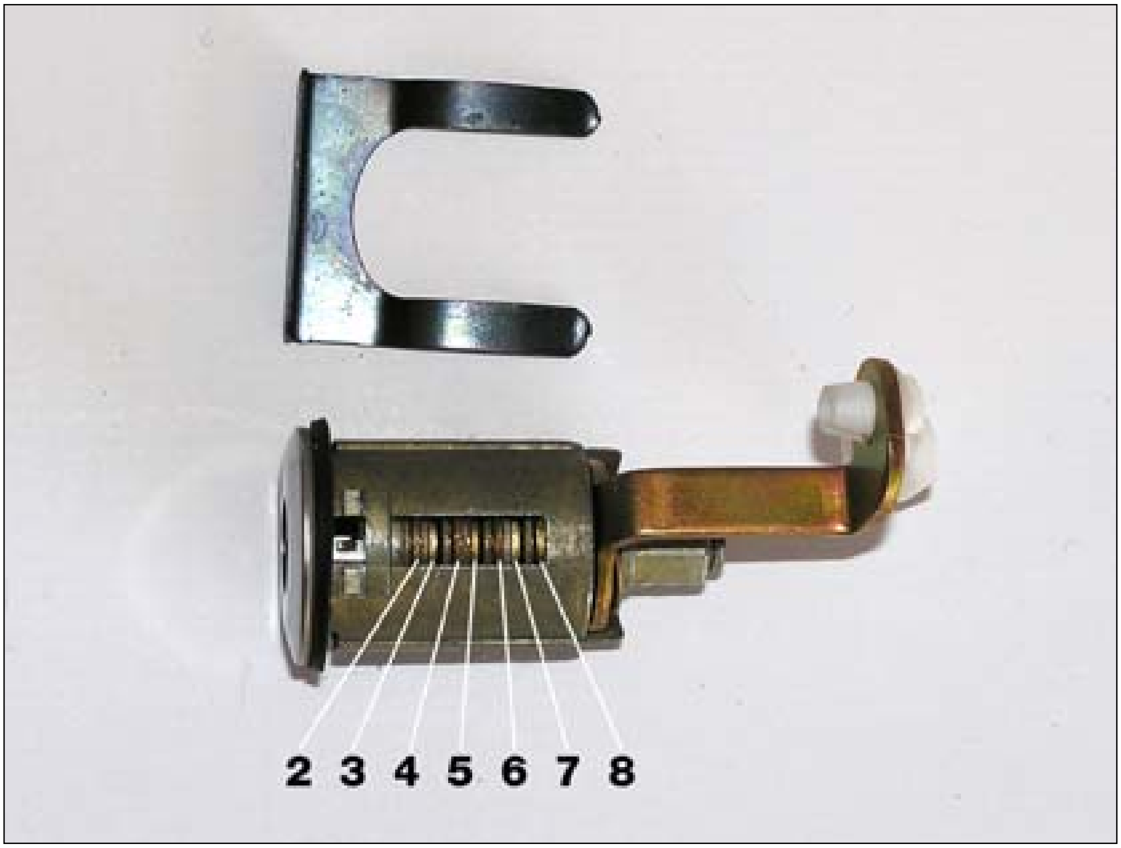


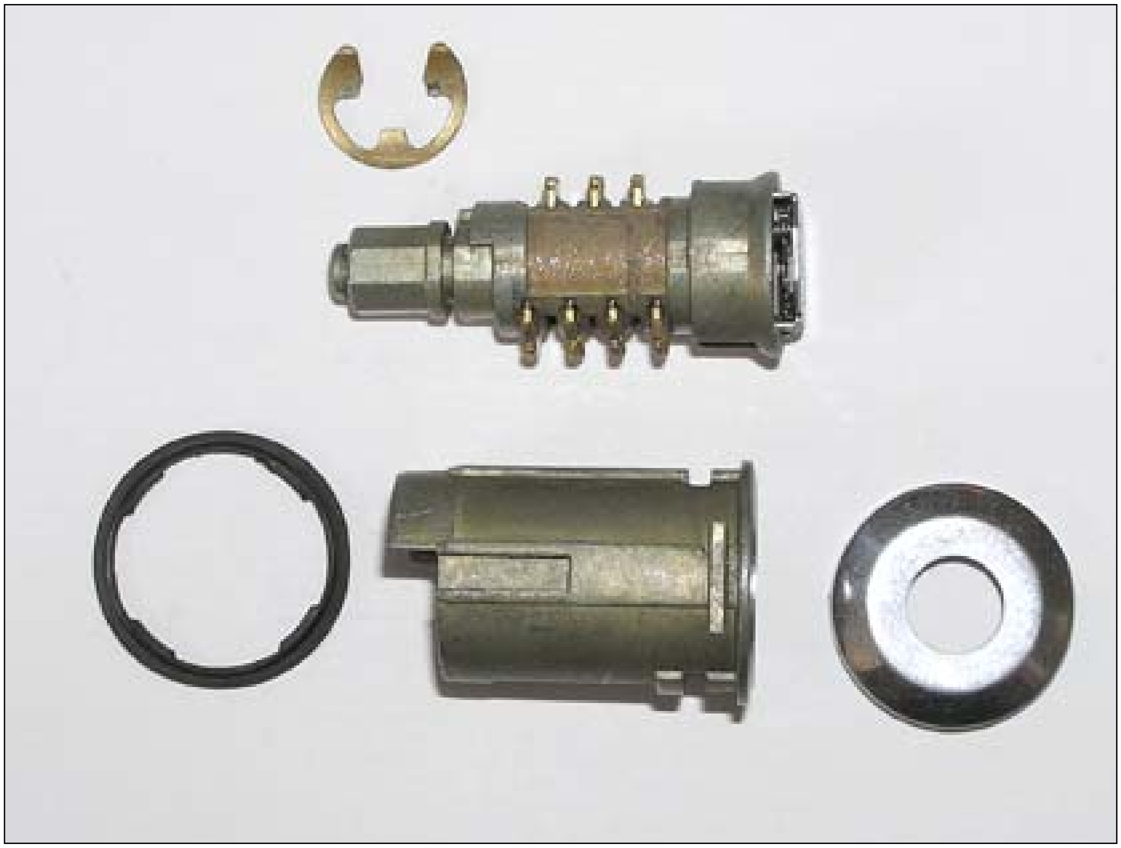
7. Begin at the lower corner, and unsnap the metal friction clips that retain the deck lid trim panel. There are nine fasteners that hold the panel in place. Set the panel in the opening to prevent damage to the trim.



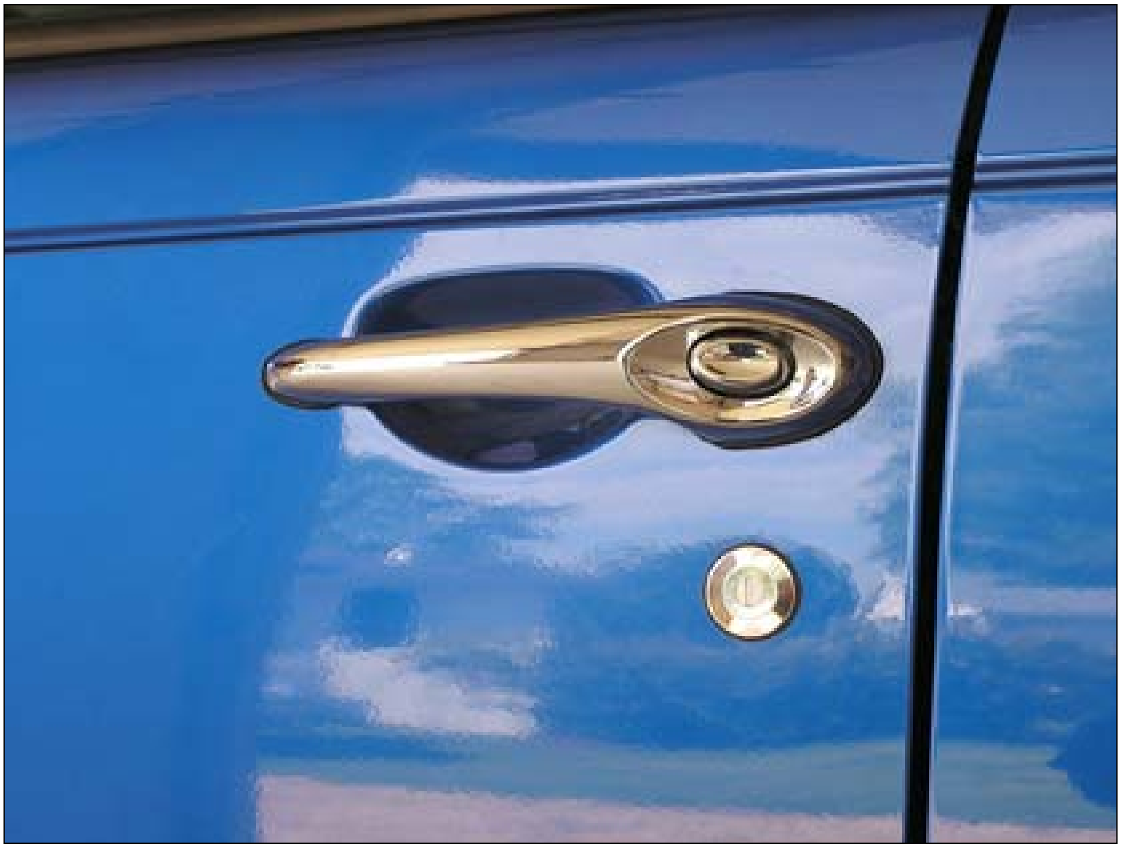
8. The deck cylinder is retained in the deck lid by a simple horseshoe clip (C). Remove the 10mm bolt (A) that retains the rear cylinder support and electrical switch. The electrical switch will come away from the lock cylinder as the support slides off the rear of the cylinder. Note the position of the switch, before removal, so you can replace it in the same orientation. Disengage the lock linkage clip (B) and swing the linkage away from the lock pawl. Remove the horseshoe clip to free the cylinder from the deck lid.

9. With the cylinder removed, it is possible to view all of the wafers. The deck cylinder contains wafers in positions 2–8.

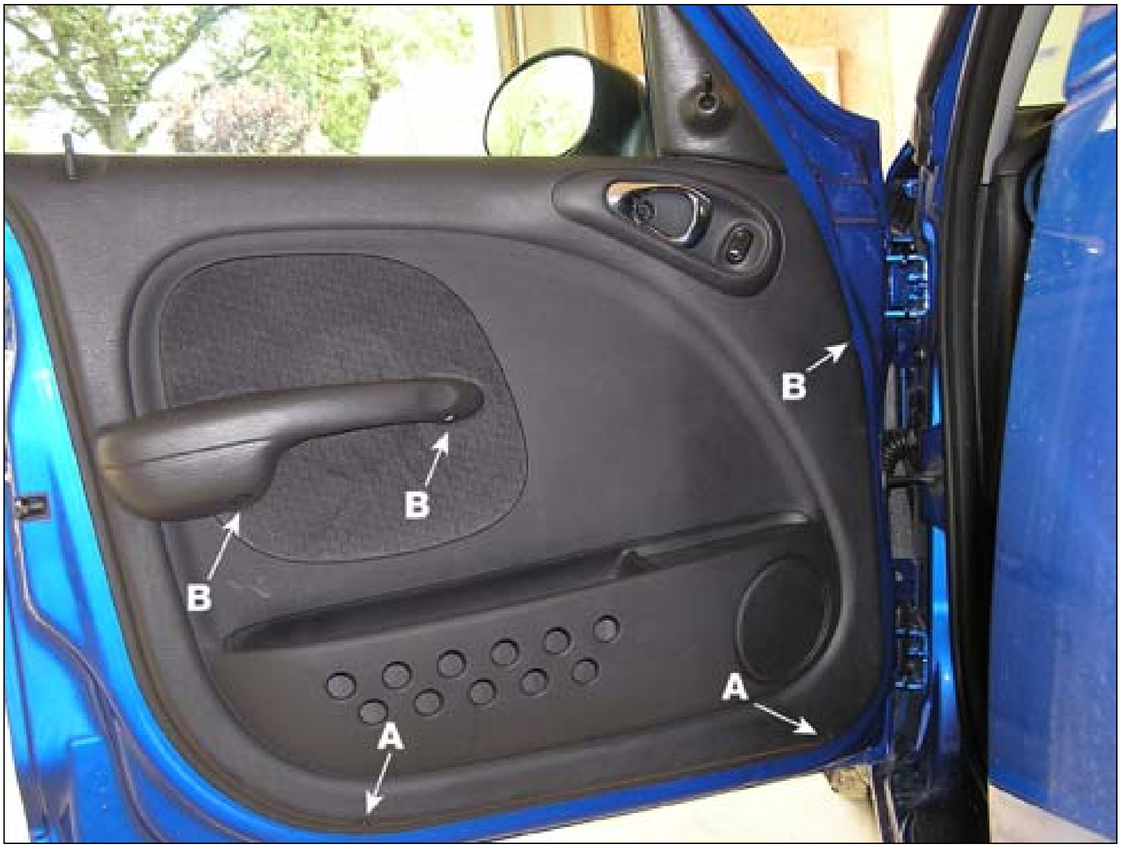




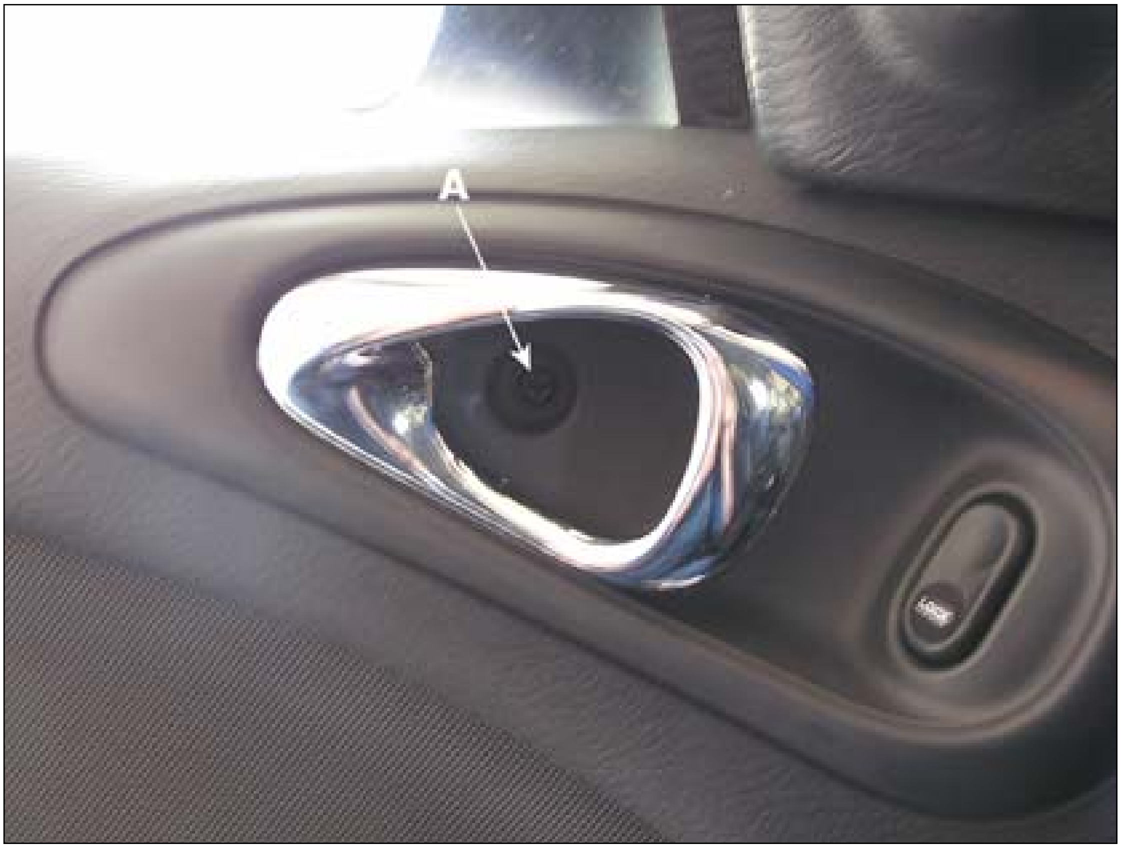
10. Deck cylinder service requires Strattec replacement chrome cap #321847. Remove the cap to disassemble the cylinder. No key is required to remove the cylinder plug. This cylinder uses Strattec tumblers #322361–4 and tumbler springs Strattec #46994. Tumblers are numbered, to indicate cut depth. Numbers are not visible in the keyway.



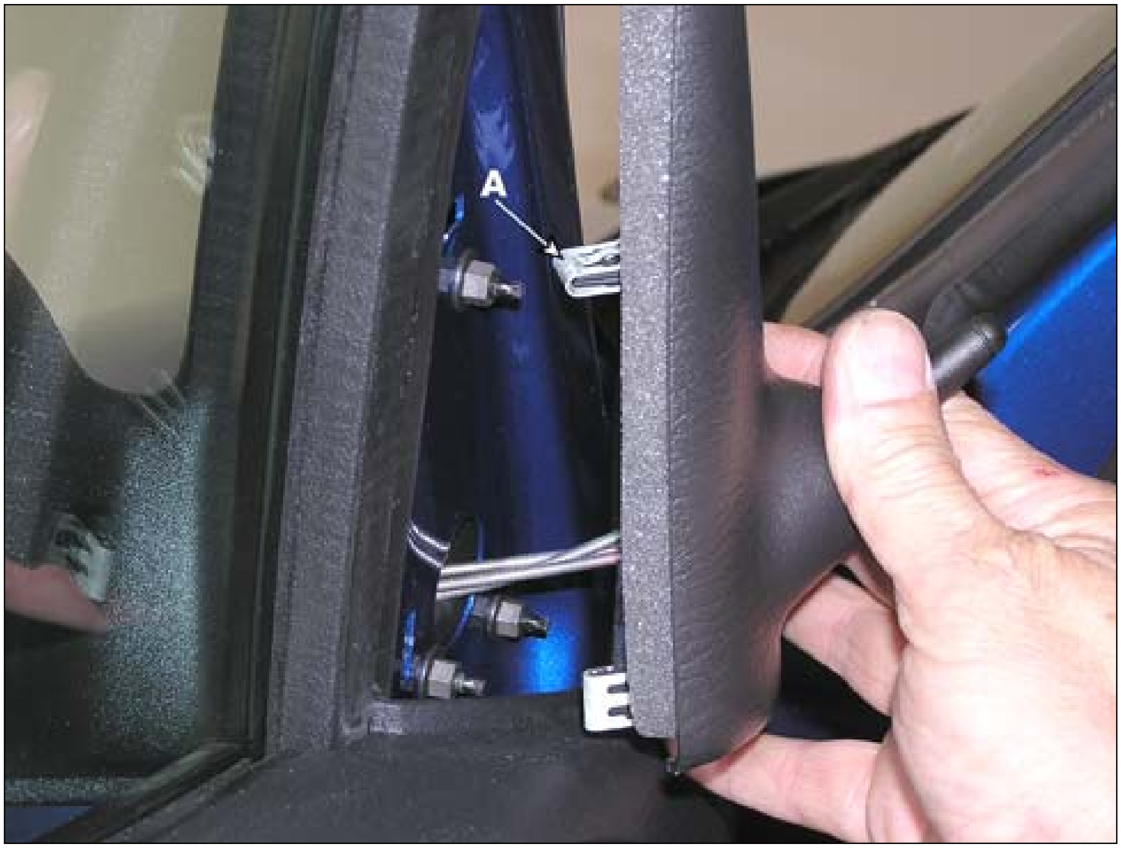
11. The door cylinder is located below the "retro" style door handle. There is no lock cylinder in the passenger door.



12. The PT Cruiser has a one-piece hard plastic door panel. Three Phillips head screws (A) retain the bottom and front edges of the trim panel. Remove the three trim screws. Two large drive screws (B) are located under the armrest/pull handle. Use a 10mm socket or T-30 Torx driver to remove the armrest screws.

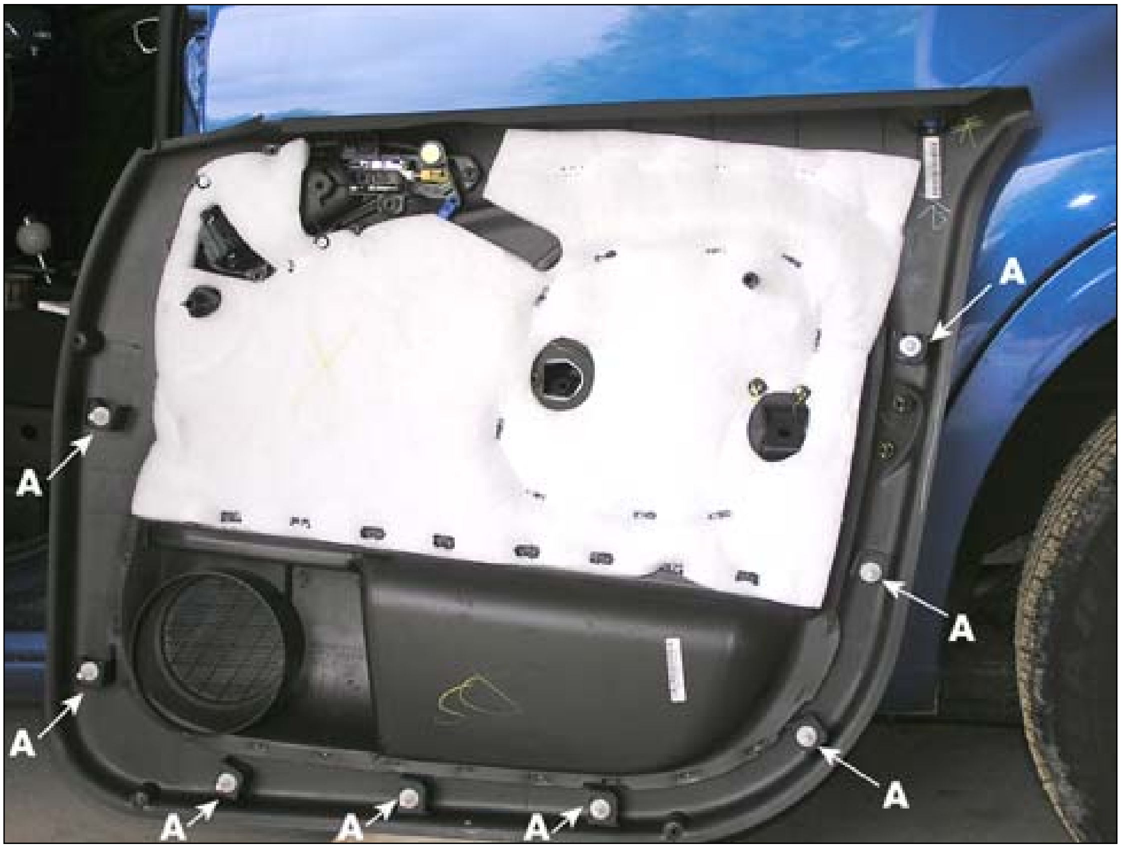


13. A Phillips trim screw (A) is located under the door latch release handle. Remove this screw. The door latch release handle and trim ring are part of the door panel. They will remain with door panel assembly as it is removed.



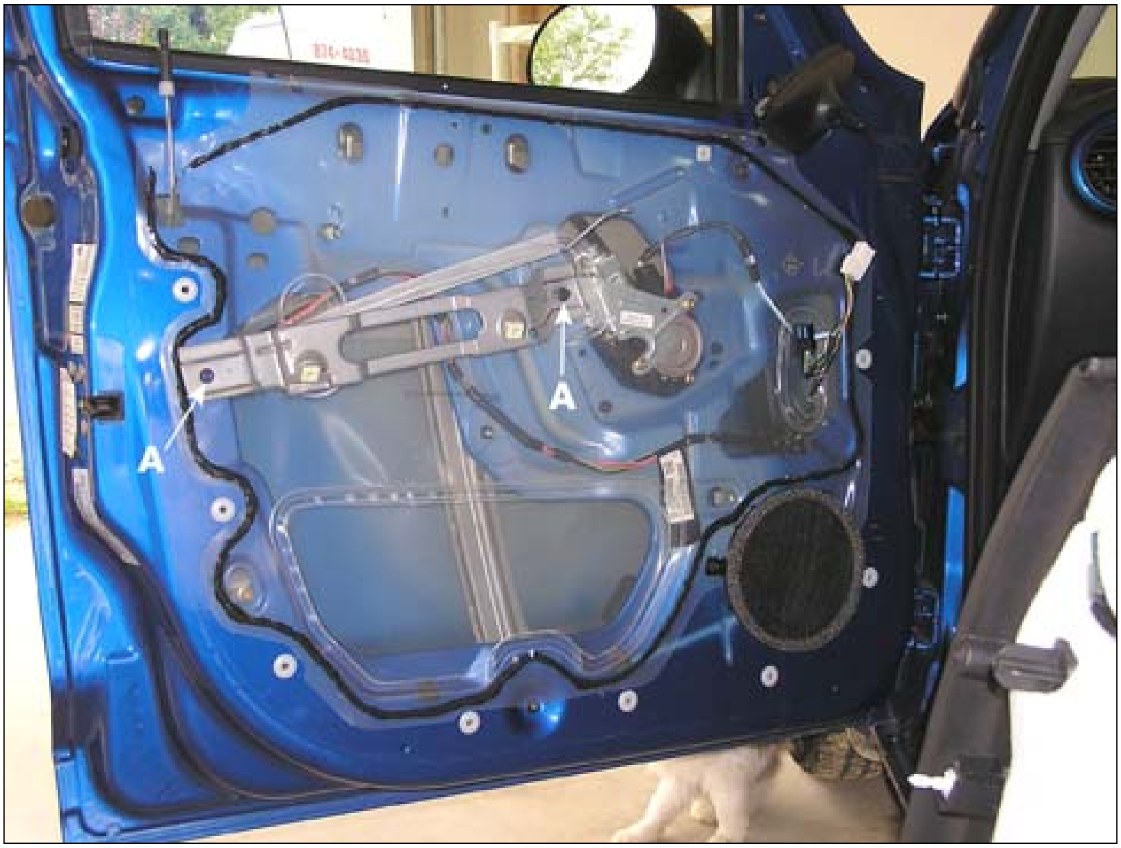
14. The outside mirror regulator panel is retained by two metal friction catches (A). Carefully pry out the rear edge of the panel to separate it from the doorframe. Simply displace the small trim panel, to allow the door panel to be raised as it is removed. There is no need to remove it from the door.

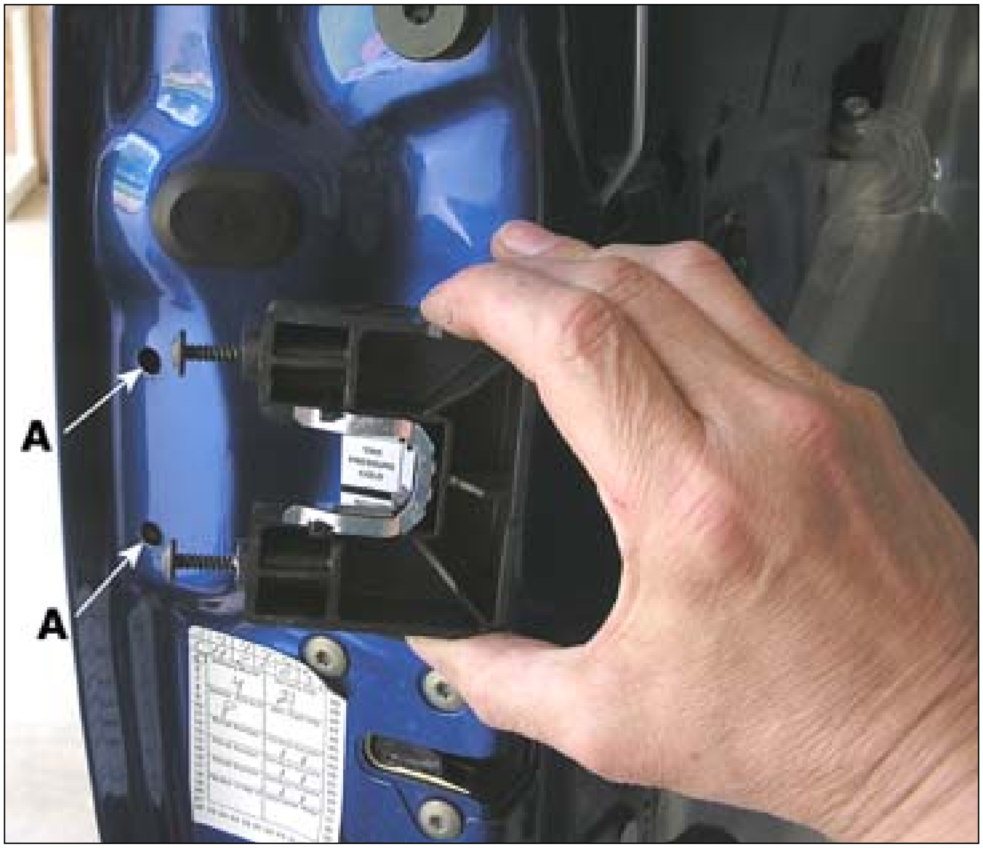
15. Eight plastic ball and socket panel fasteners secure the trim panel. Carefully pry the bottom rear corner of the door panel up, to unsnap the panel fasteners. This is a nice improvement over the earlier plastic feather style fasteners. Lift the bottom of the panel away from the doorframe and raise the panel to unclip the top edge from the rubber window gasket. Support the panel as you reach behind, to unfasten the door latch release linkage and electric door lock control cable. This should free the trim panel from the door.



16. The unitized door trim panel has the plastic wool silencer pad plastic welded to the inside of the panel. Note that the plastic door latch release handle assembly and electrical door lock control are permanently affixed to the trim panel. Eight panel fasteners (A) are shown around the edge of the trim panel. (Electric window regulator controls are not found in the door. They are at the center of the dash panel.)

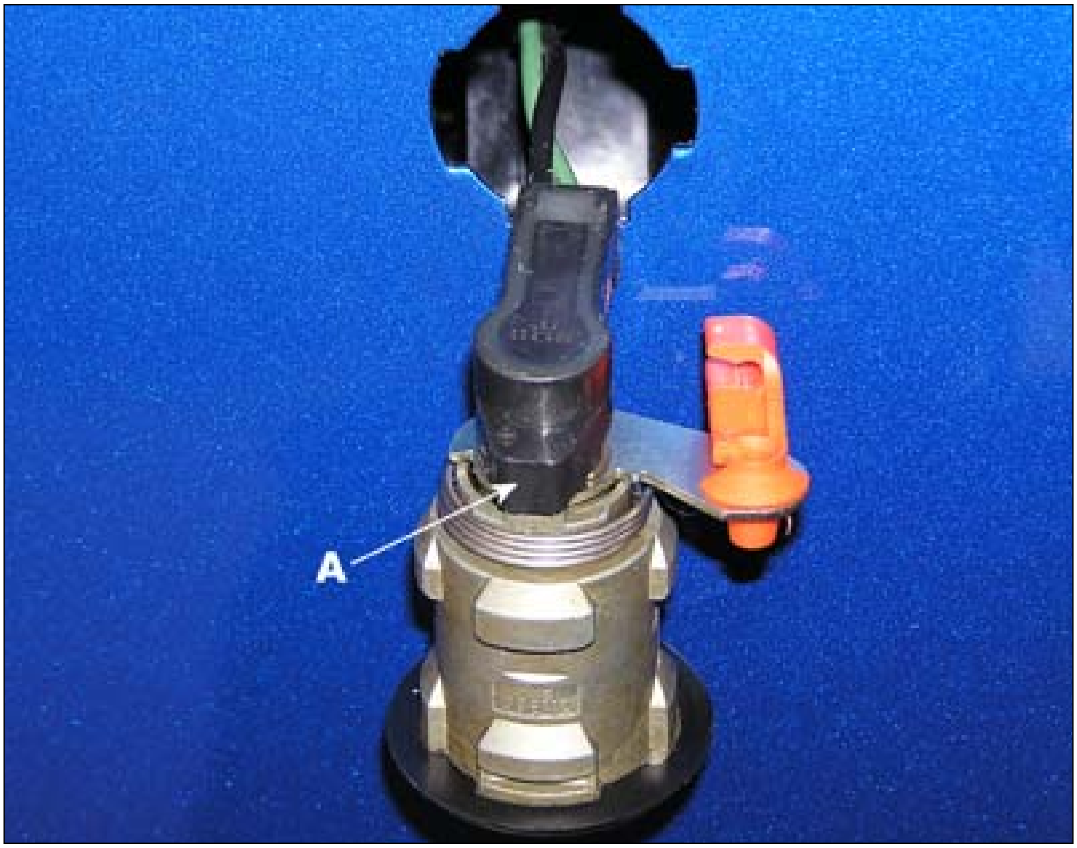
17. To access the door cylinder it is necessary to open the internal plastic vapor barrier. Remove two 10mm drive screws (A) to disassemble the metal pull handle bolster plate. Carefully pull the plastic vapor barrier from the top rear corner, and fold it down to access the inside of the door.





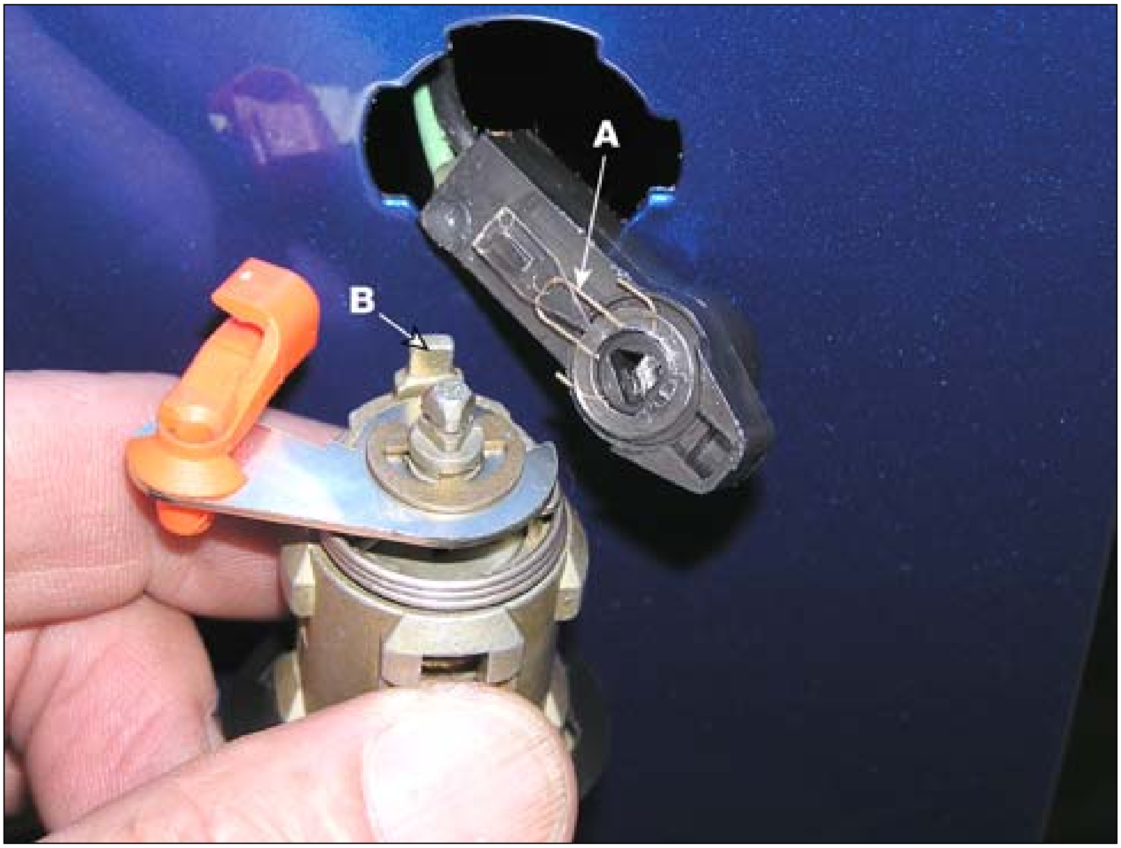
18. The door cylinder retaining clip/block, shown here, is secured to the inside of the door by two Torx T-20 drive screws (A). Back the screws out about an inch, and push the screws inward, to slip the retaining clip off the door cylinder. Remove the screws, and pull the clip/block the rest of the way off the cylinder. Though I didn't try it, I believe that it would be possible to exchange longer screws in the edge of the door, to allow the clip/block to be pushed in far enough to allow door cylinder removal and replacement without removing the inside trim panel. A rubber hole cover in the edge of the door should allow access to the linkage clip, for removal and replacement.

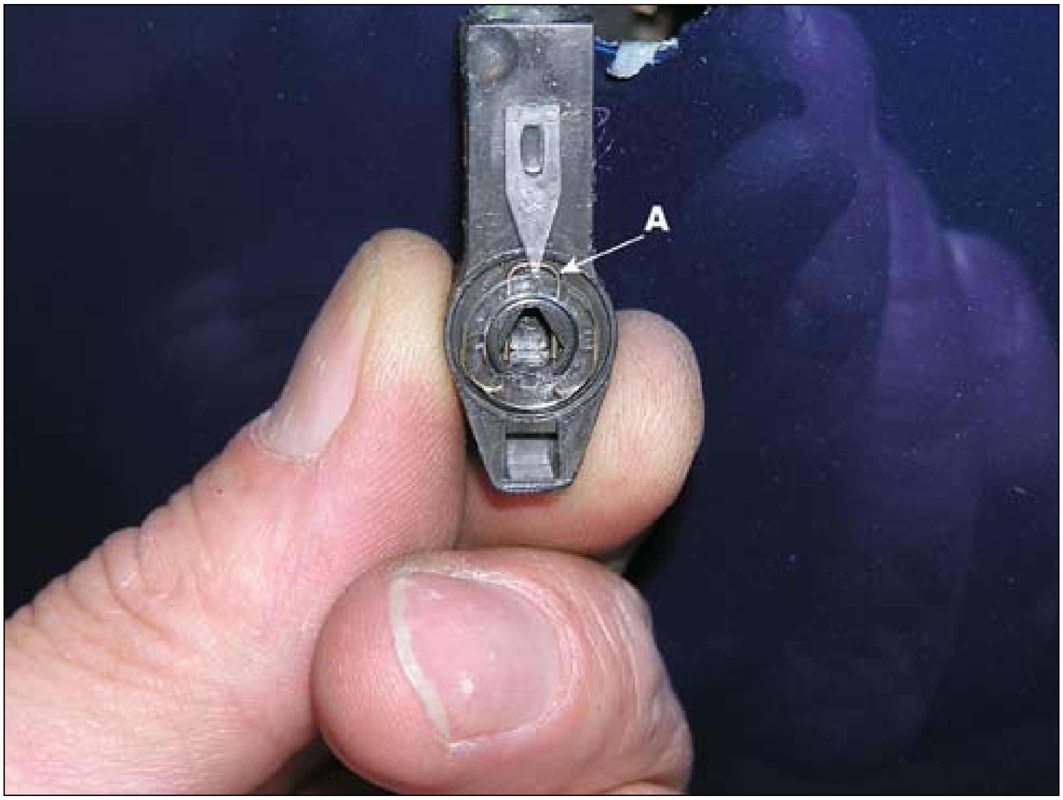
The clip/block innovation greatly increases the stability security of the lock cylinder in the body panel.



19. As the door cylinder is removed, the electrical switch wires can be seen. The switch is located over the lock cylinder by a tab on the cylinder that is captured in a socket in the switch body.

20. Remove the electrical switch by sliding the retaining clip (A) away from the switch rotor. The hairpin clip engages the triangular cylinder shaft as the switch is pressed over it. Use a sharp pick tool to slide the clip as shown. There is no need to remove the clip. Note the tab (B) on the cylinder body. All wafers are visible in the drain hole. The door cylinder contains wafers in positions 2–8.





21. Slide the hairpin clip (A) back in place after the switch has been removed. It will lock onto the cylinder shaft with a snap, when it is reassembled onto the cylinder.

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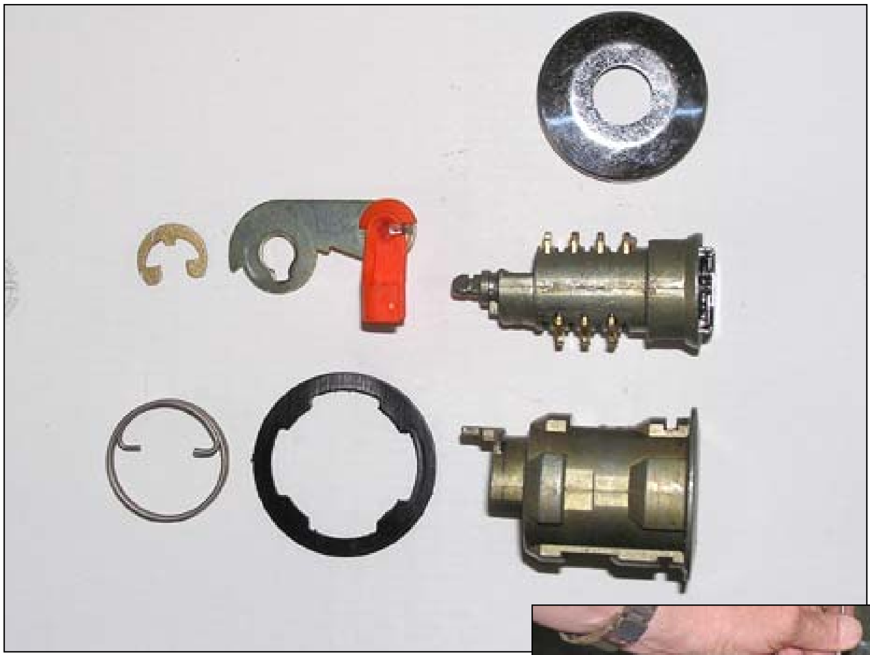
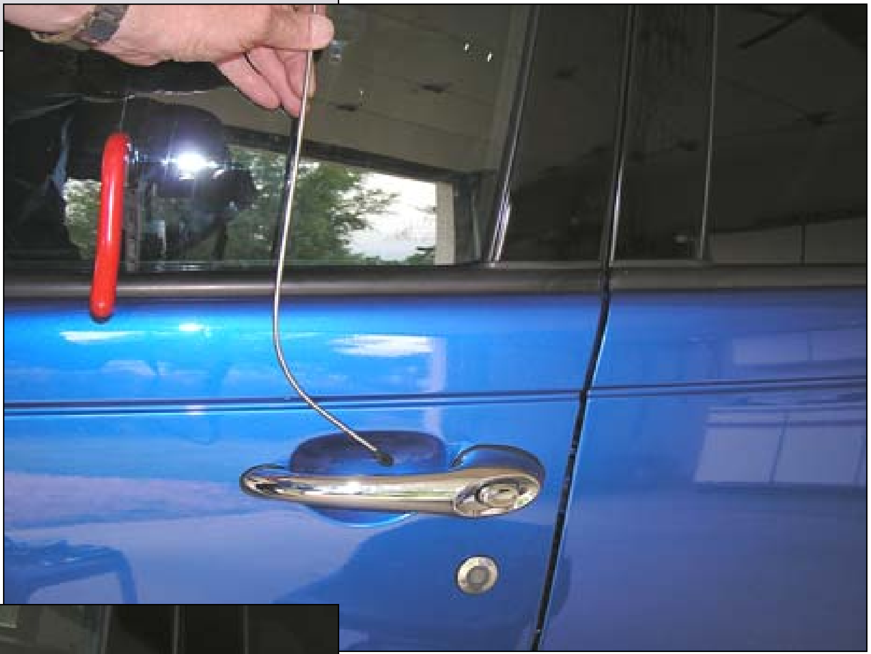
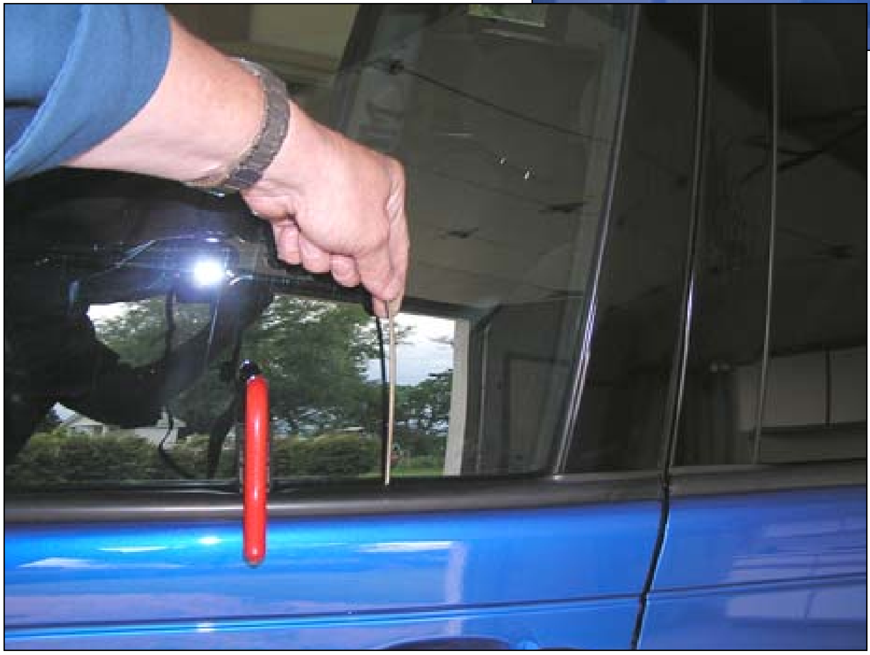


22. Disassembly of the door cylinder requires a Strattec #322824 replacement cap. The cylinder is serviced by Strattec tumblers #322361–4 and tumbler springs #46994. No key is required to disassemble this cylinder. The cylinder has seven wafers, in positions 2–8. The tumblers are numbered, to indicate the cut depths. Numbers are not visible in the keyway. This cylinder reads 4/3 (four over three).

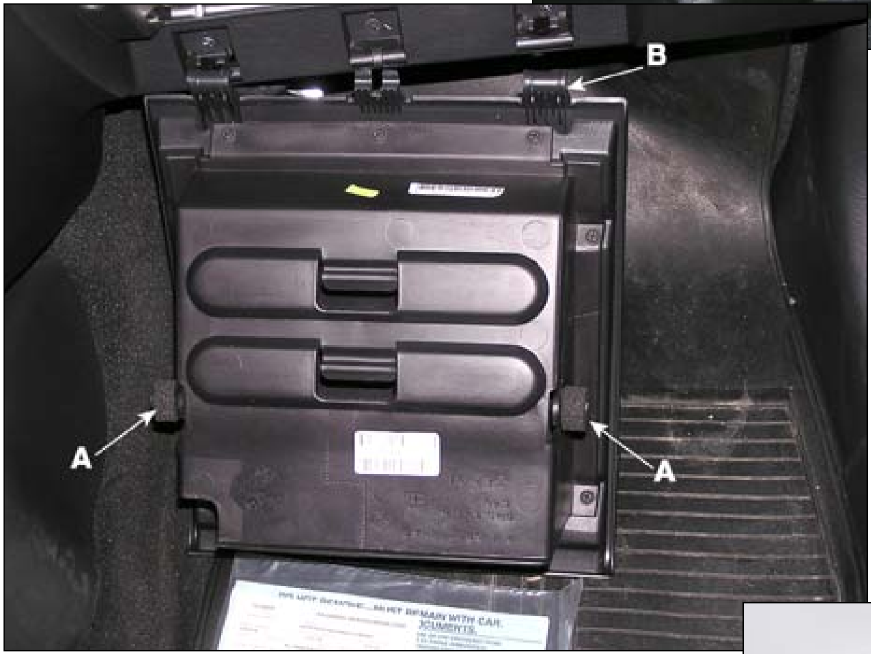


23. The Chrysler PT Cruiser has vertical lock buttons, at the rear of the door. To open a locked vehicle, use a vertical linkage tool to engage the inside button lock rod. The tool shown is a High-Tech vertical button tool. Note the rubber friction cap on the tool. It greatly increases the effectiveness of this tool.

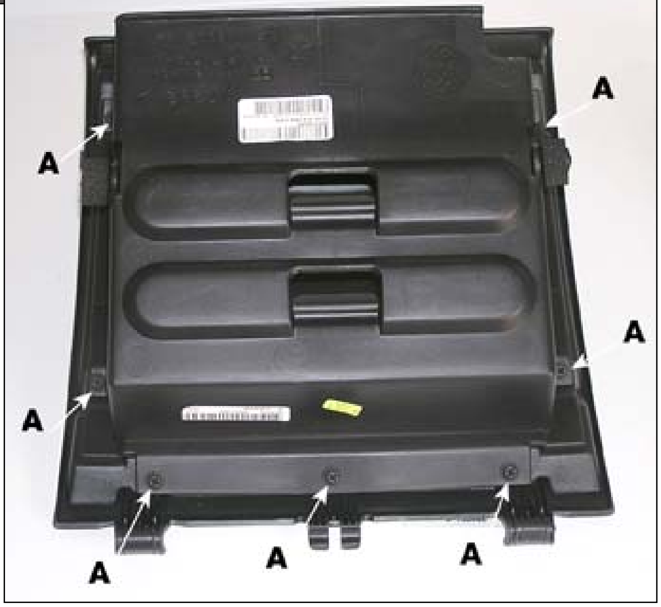


24. Wedge the door about ten inches from the rear of the glass, and insert the tool as shown. The button linkage is found about ten inches below the window gasket. Hook the linkage rod from the outside. Bind and lift the rod to unlock the door.

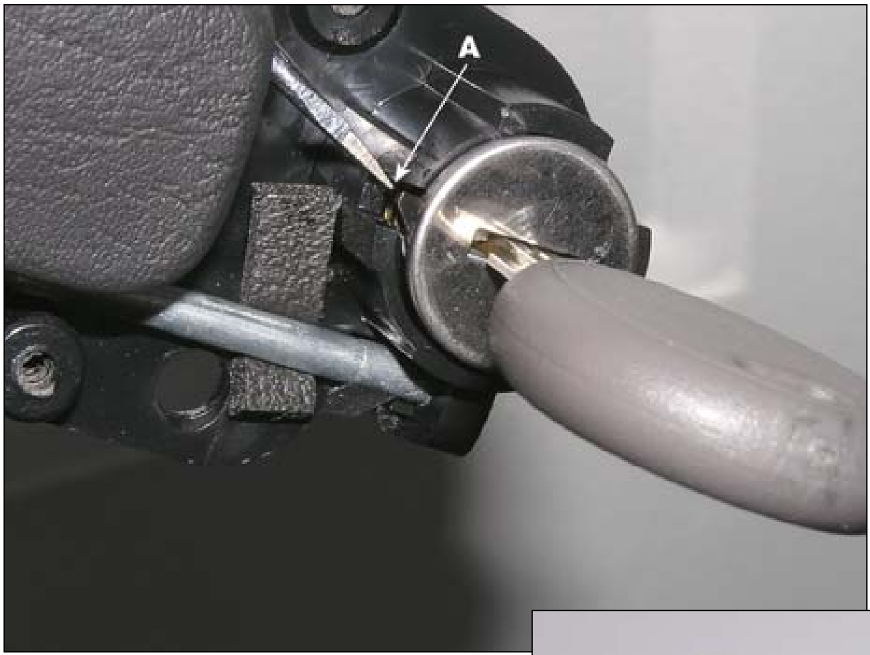
25. The Chrysler PT Cruiser has a locking glove box.



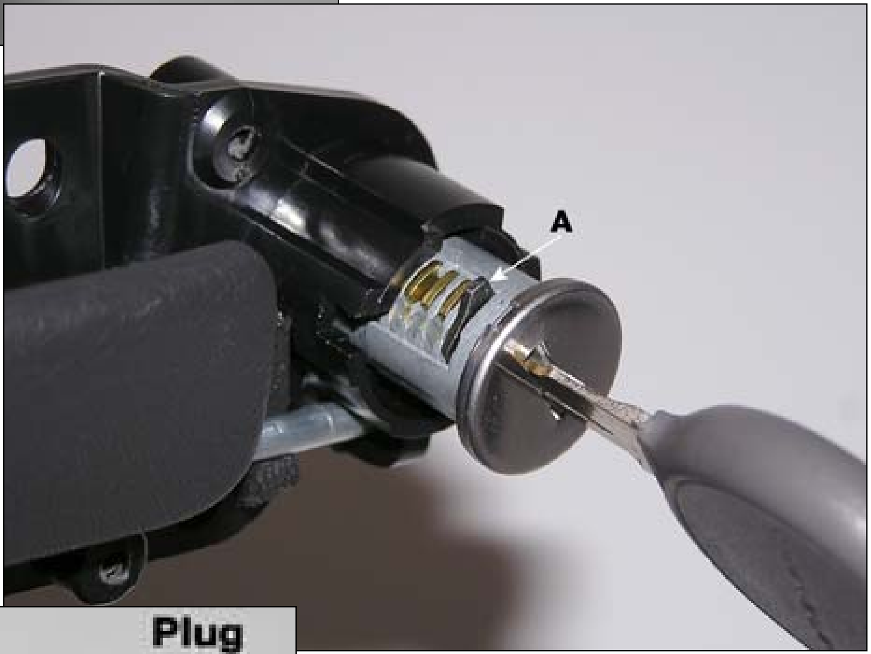
26. To disassemble the glove-box cylinder, remove the entire box and lid assembly. Depress the glove box stop ears (A) to swing the box down to the floor level. The assembly will unclip (B) from the hinge ears for service.



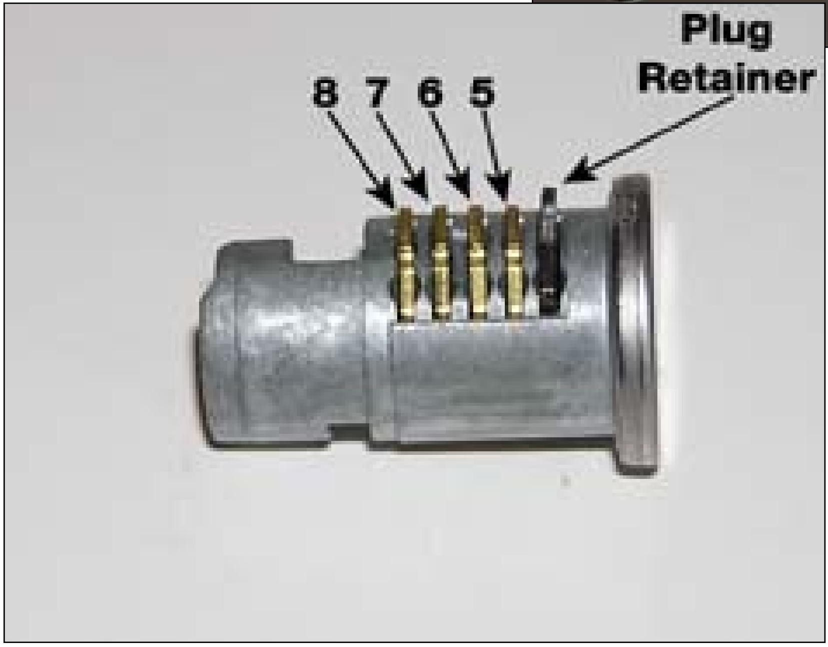
27. The box portion is fastened to the lid and lid liner by seven Philips screws (A). Remove the screws to separate the Box from the lid.



28. Four Phillips screws attach the glove box latch assembly to the glove-box lid. Remove the four screws to separate the latch assembly from the lid. Rotate the lock plug "right," to the locked position. A key or picking is required, to remove the glove-box lock plug. Use a small screwdriver or similar poke tool to depress the retainer (A).

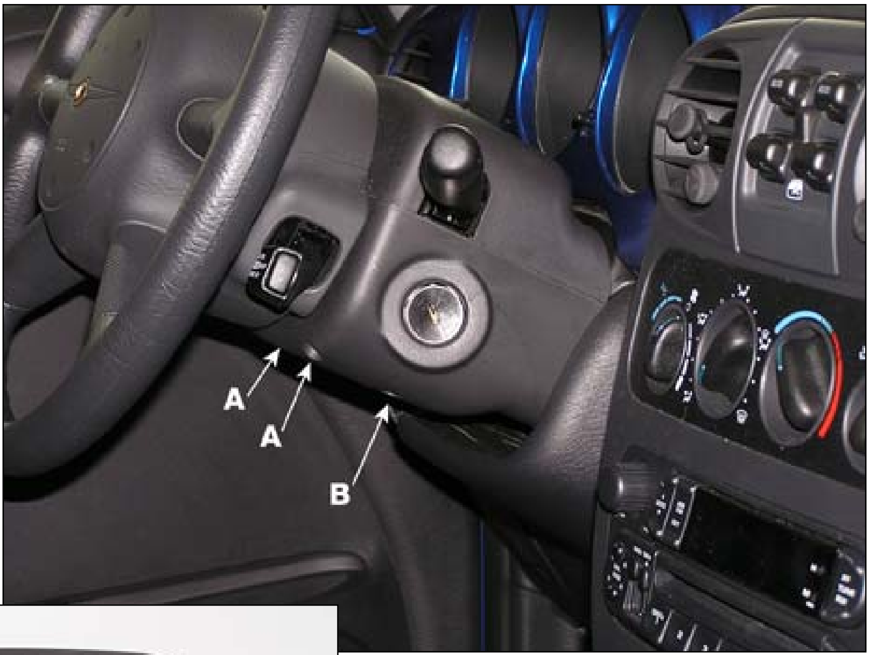


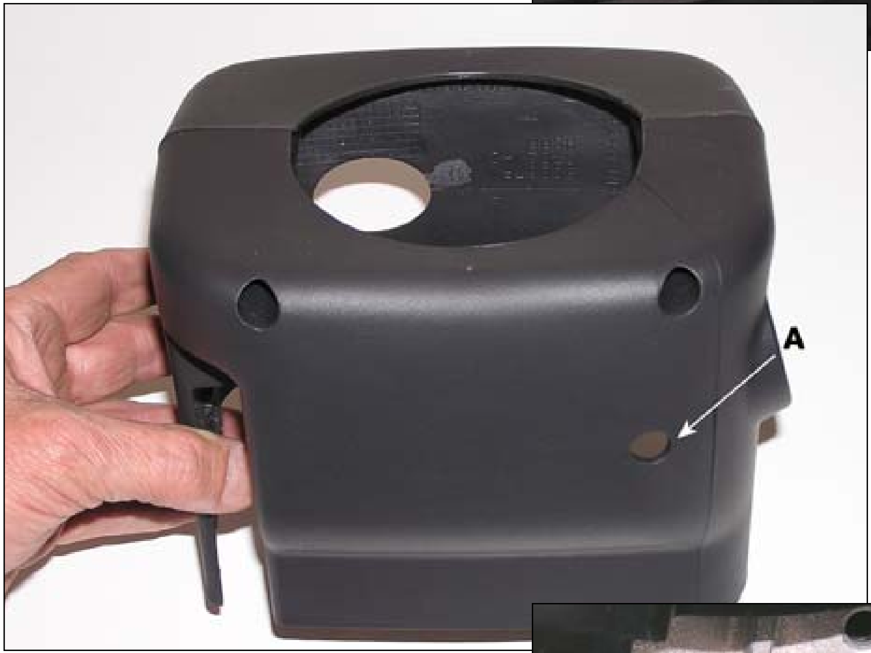
29. When the retainer (A) is depressed, the cylinder can be rotated 45° right. Slide the cylinder out the front of the assembly.



30. The glove-box cylinder contains four wafers, in positions 5–8. The plug retainer is at the front of the plug.

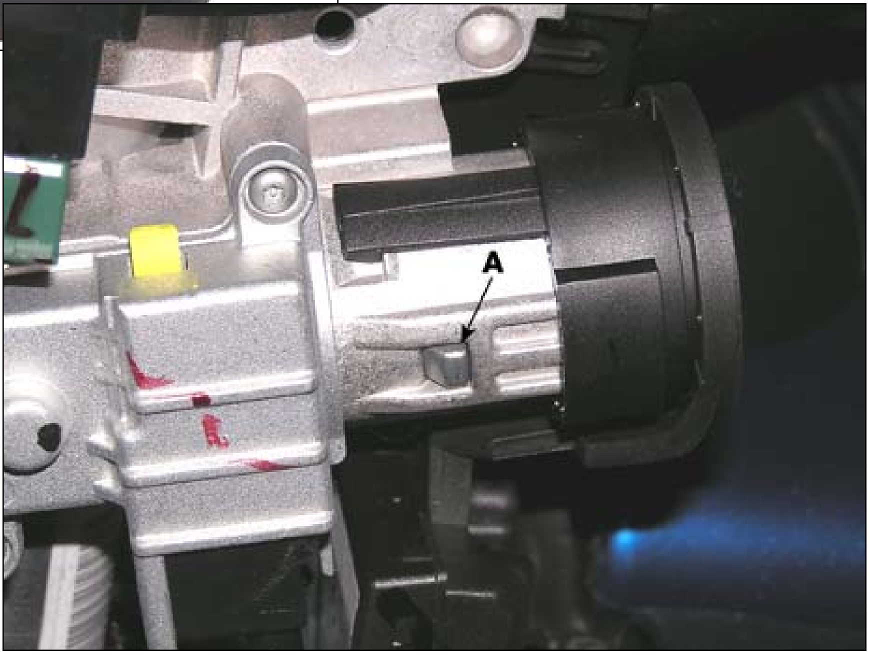
31. The Chrysler PT Cruiser has a column-mounted ignition. The Column has a two-piece plastic shell, which is secured by two Phillips head drive screws (A) at the front of the lower shell half. There is an access hole (B) immediately under the ignition cylinder, which allows access to the ignition cylinder active retainer bolt. For instruction, we will remove the drive screws and separate the plastic shell. The shell snaps apart. Flex the sides inward, and the plastic snap ears will release, separating the upper and lower shell halves.

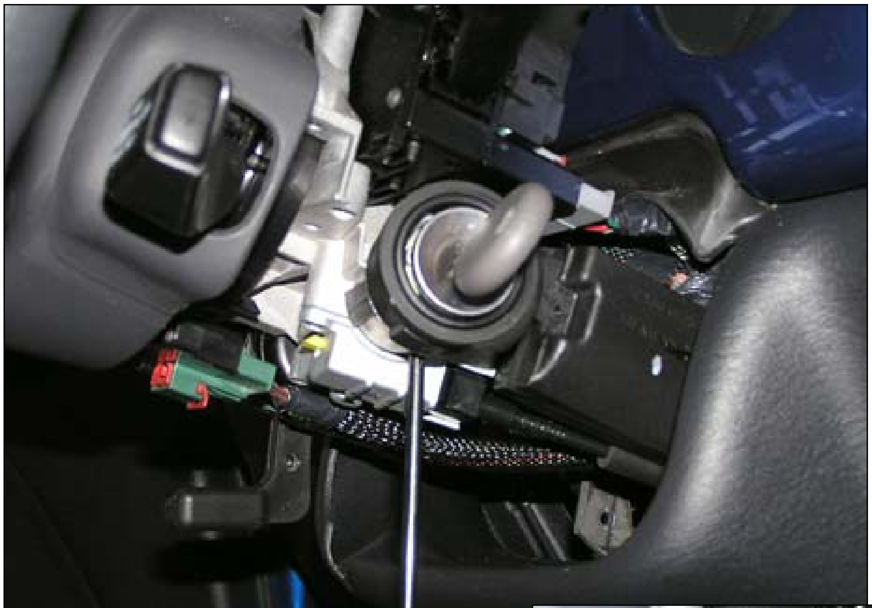




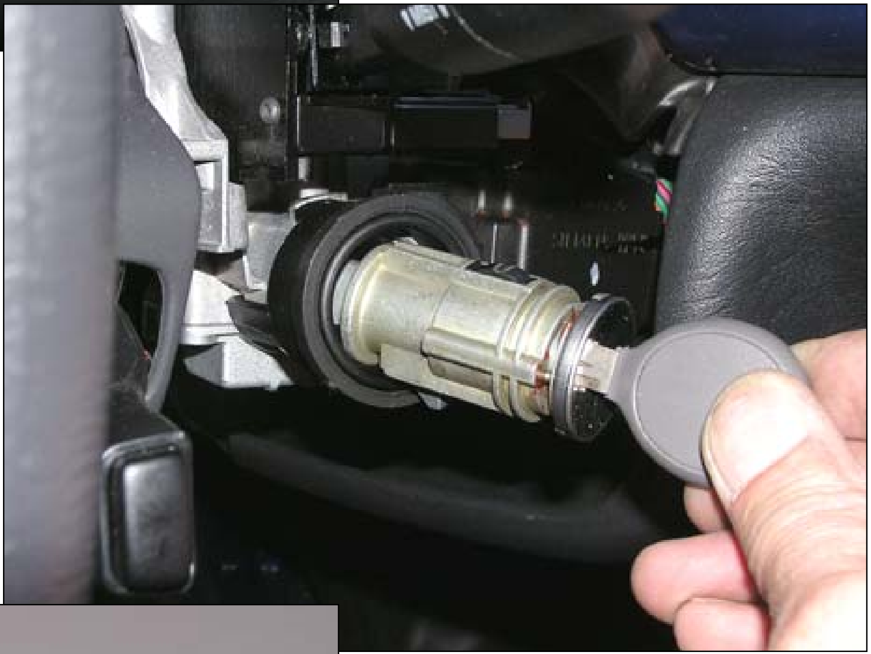
32. The shell snaps together easily. The ignition removal access hole is shown at "A."

33. A view of the underside of the ignition housing shows the location of the active cylinder-retaining bolt. The bolt cannot be depressed with the ignition in the "off/locked" position. A working mechanical key is used to rotate the ignition plug clockwise 90°, to the "on/run" position. With the plug in the "on/run" position, the cylinder-retaining bolt can be depressed, to release the ignition cylinder for removal.

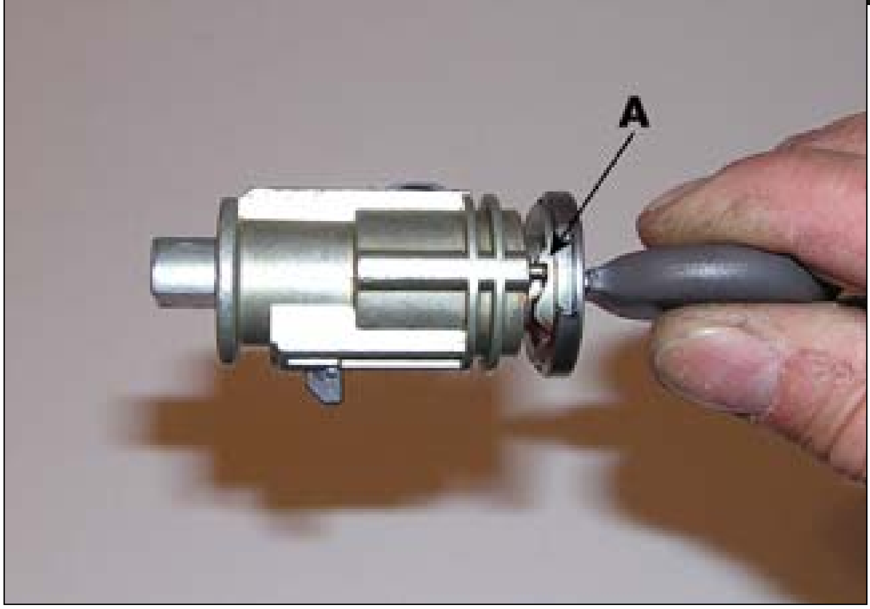




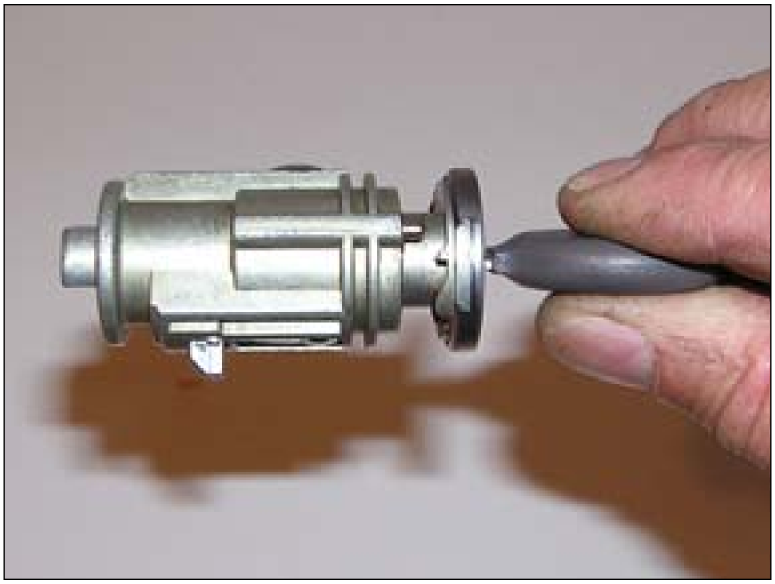
34. With the ignition in the "on/run" position, the retainer is depressed.



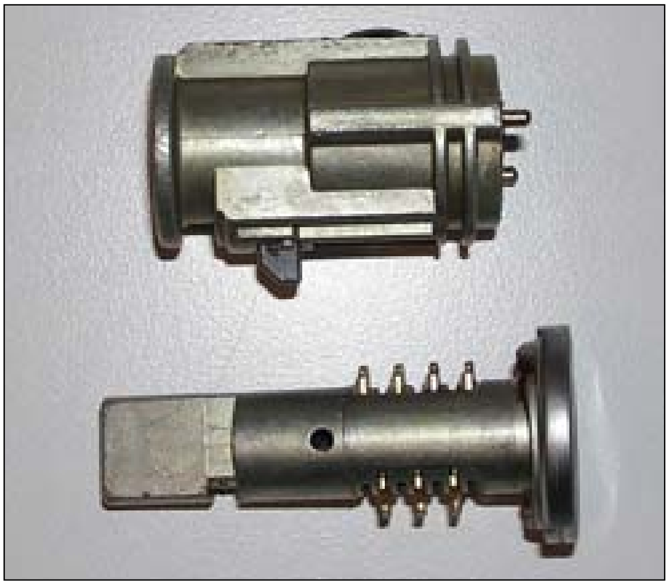
35. Use the key to pull the ignition from the housing. There is no code on the ignition cylinder.



36. To disassemble the ignition, use a working mechanical key to rotate the plug counterclockwise to the stop (A). The brass detent pin prevents further rotation of the plug. Depress the detent pin to rotate the plug farther counterclockwise, and release the plug from the housing.



37. As the plug rotates left, the detent pins will force the plug to separate from the shell.

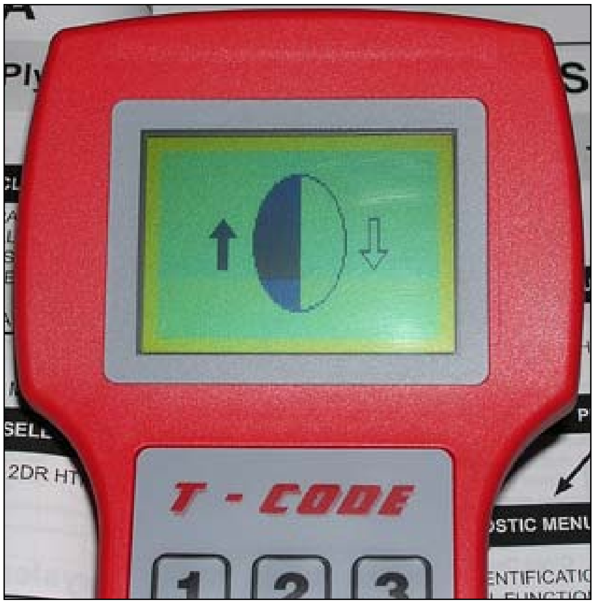


38. Surprise, this ignition cylinder is not what we have found in earlier 2004 Chrysler vehicles. The new Chrysler ignition is "non-sidebar," and has only seven wafers. Wafers are in positions 1-7.

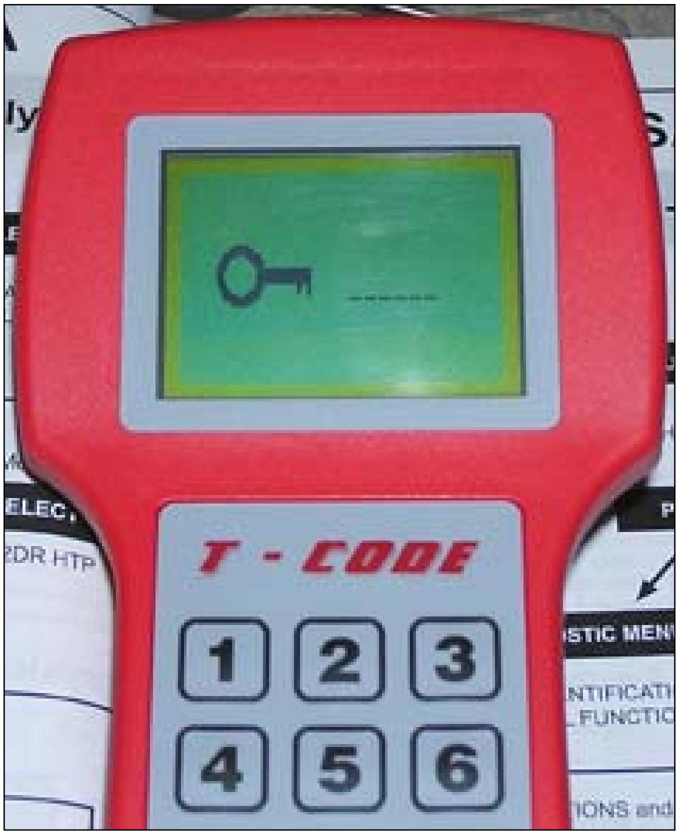
There is presently no published Strattec part number for this cylinder. If this ignition fails, Strattec #703719 ignition service pack is to be used as a direct replacement. Use Strattec tumblers #322691-4 and tumbler springs #56115.

To make the mechanical key for this vehicle, read a door or trunk cylinder to find the cut depths for positions 2-8. (If reading is not possible, remove a door or trunk cylinder to read the wafers through the drain hole.) When you have a working door and trunk key, progress the cut in position one, in the ignition, to finish the mechanical key. Duplicate the work key over a transponder blank for programming. If all keys are lost, you should recommend two new keys for the customer.

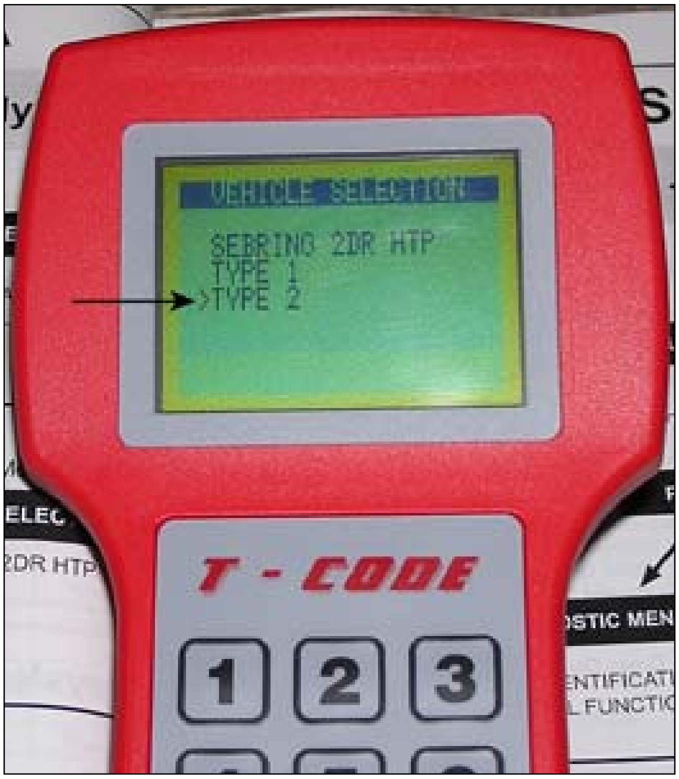
The OBD2 port for the Chrysler PT Cruiser will be found under the dash, on the driver's side, near the kick panel. In this case, we are using the ASP T-Code device. Consult the manual to find that the PT Cruiser is a "type 2" system. Install the "Type 2" adaptor between the T-Code device and the ADC110.B connecting cable. Connect the cable to the OBD2 Port under the dash.



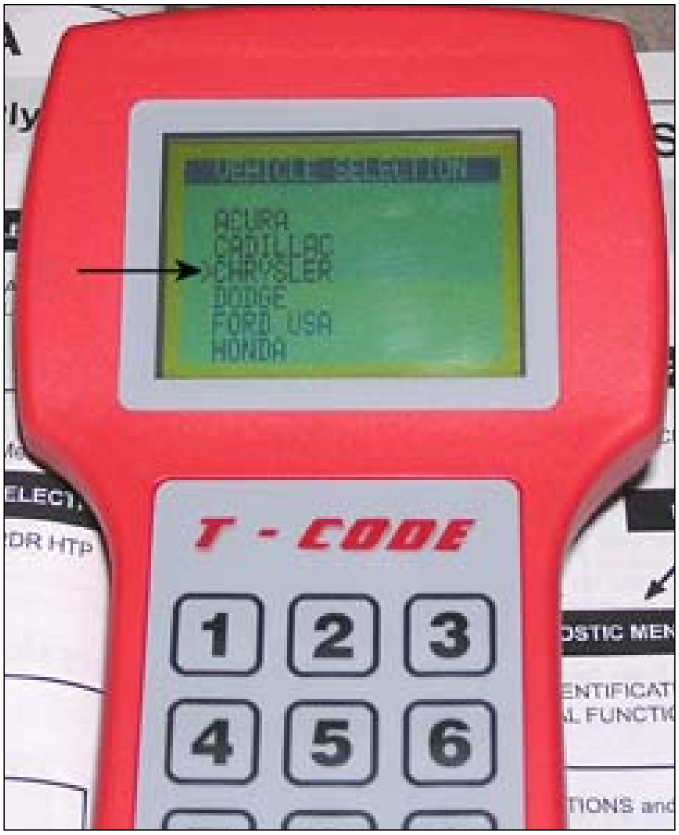
39. When the cable is connected, the screen will show the contrast pattern for a few seconds and go black. Press the down arrow on the keypad repeatedly, until the pattern begins to return. Adjust the contrast. Press the "enter" key to continue.



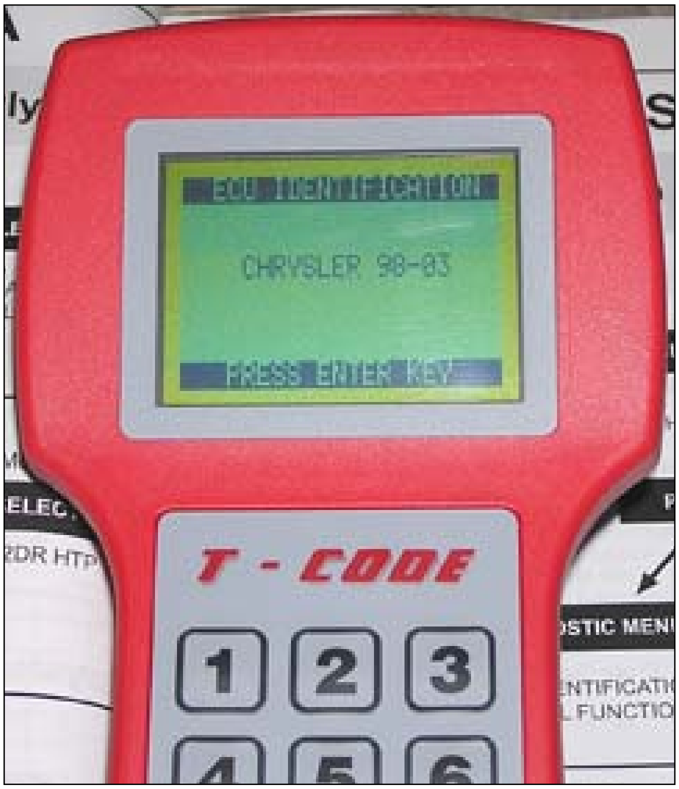
40. The screen will show a key. The T-Code is asking for the security code. Enter your six-digit security code to continue. Press the "enter" key to continue.



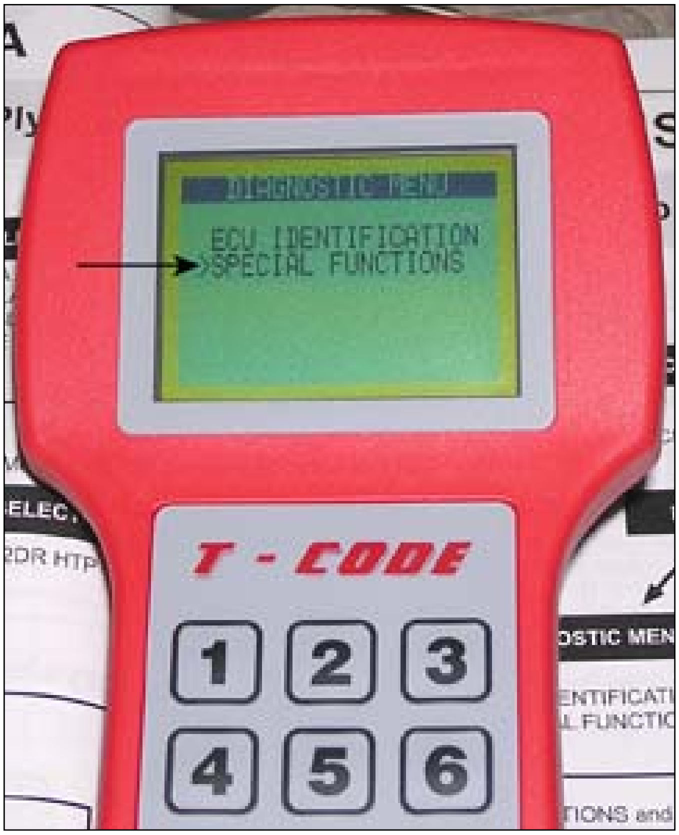
42. Consult the application list to determine the vehicle "type." We found from the list that the PT Cruiser was a "Type 2." Select the vehicle type by using the up and down arrows to bring the cursor to "Type 2" in the list. Press the "enter" key to continue.



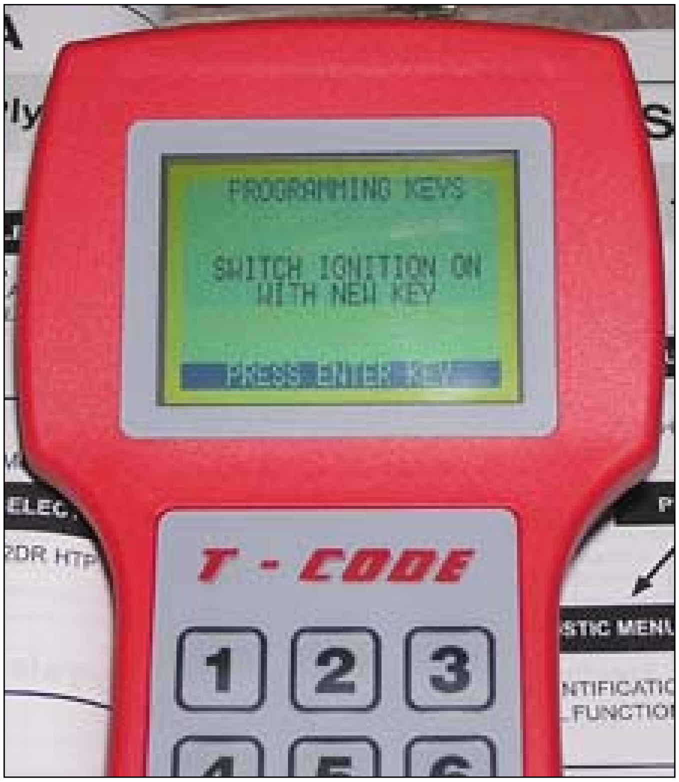
41. When the security code has been properly entered, the T-Code will ask for the Make of the vehicle. Use the up and down arrows to bring the cursor to the vehicle make in the list. In this case we are indicating "Chrysler." Press the "enter" key to continue.



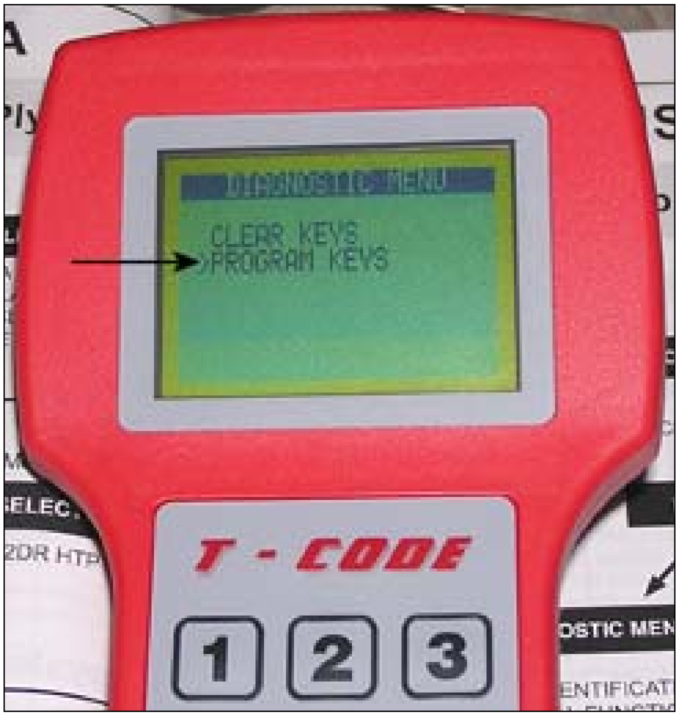
43. The screen will present you with "Chrysler 98-03." This is a 2004 vehicle, but we are at the right place. Press the "enter" key to continue.



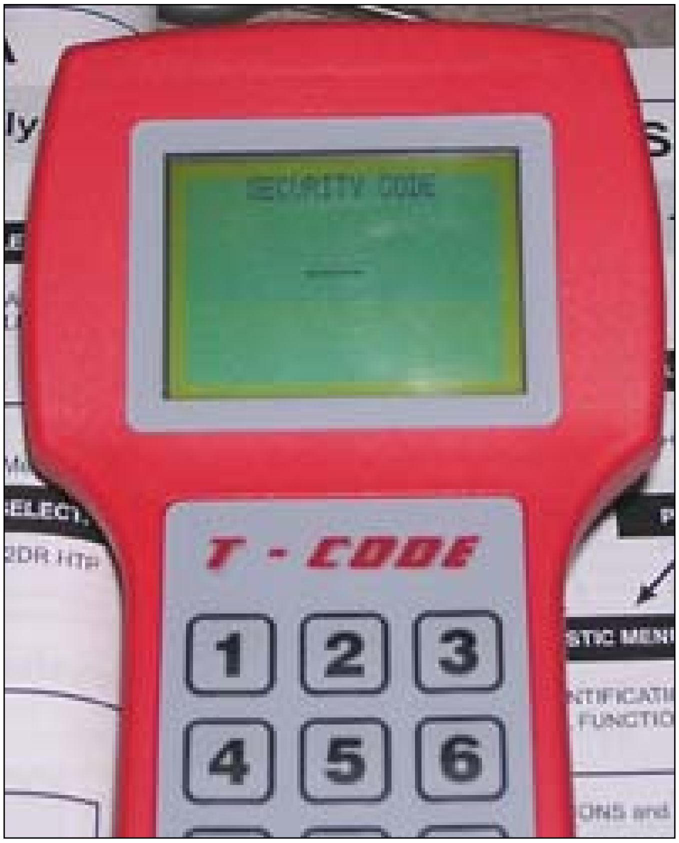
44. The diagnostic menu presents us with two options, "ECU Identification" and "Special Functions." Use the up and down arrows to move the cursor to "Special Functions." Press the "enter" key to continue.



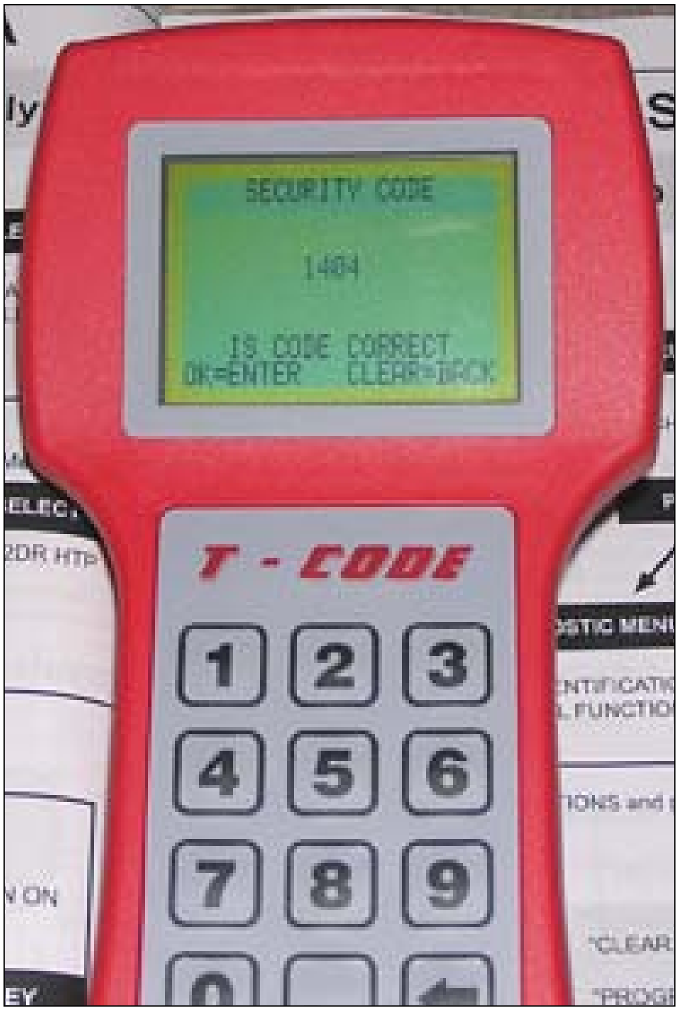
46. The T-Code instructs us to: "Switch Ignition On With New Key." Insert a new transponder key, and switch the ignition to the ON/RUN position. Press the "enter" key to continue.



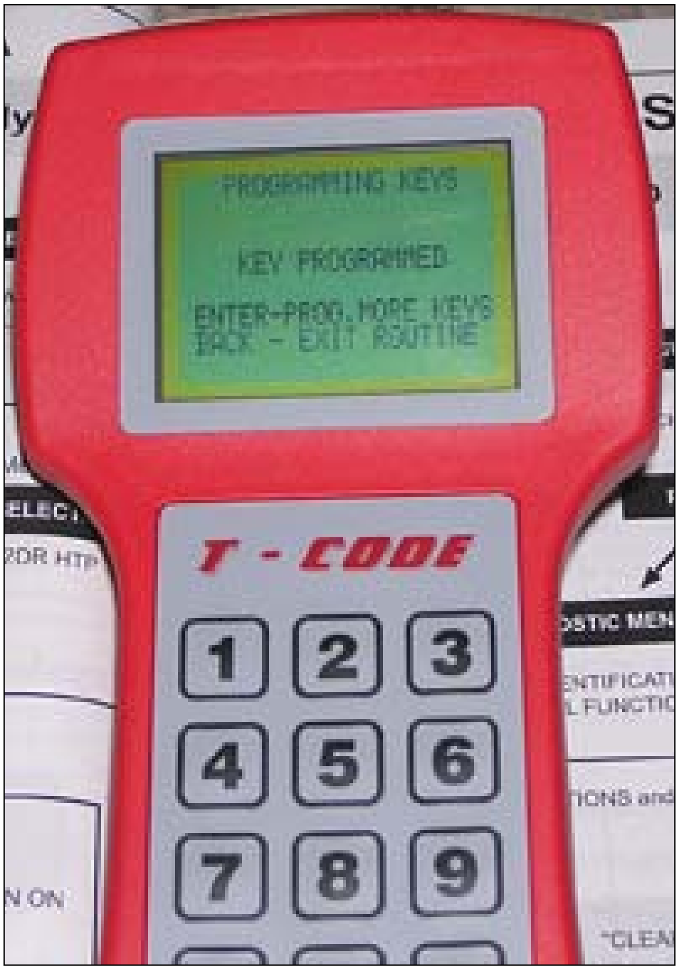
45. The diagnostic menu continues with two more options. The options are; "Clear Keys" and "Program Keys." In this case, we do not want to clear other keys, so we will use the up and down arrows to move the selection cursor to "Program Keys." Press the "enter" key to continue.



47. The T-Code asks us for the "Security Code." Programming will require the four-digit PIN code to continue. Find the PIN code from the Chrysler dealer (during working hours) or through a roadside assistance company (after hours). Enter the PIN Code using the keypad.



48. The T-Code presents us with the Number we have entered. Check your PIN number. If the number shown is correct, press Enter to continue. If you have entered the number incorrectly, press the back arrow, to move back to the "Security Code" screen. Enter the correct PIN Number. You will be brought back to this screen. If the Security Code is correct, Press the "enter" key to continue.



49. This is the final screen. The key in the ignition has been programmed. If you are programming a second key, press, "ENTER." If you are done, press, "Back" to exit the programming sequence.

The T-Code device prompts each move. If you have the correct PIN number, the process takes about five minutes. If the PIN is incorrect, or the auto refuses to accept the PIN you are entering, try one more time, then exit the procedure and call for confirmation on the PIN number you are using. If you get a different PIN number, try the new number. If the new number refuses to program, there is nothing more you can do.

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